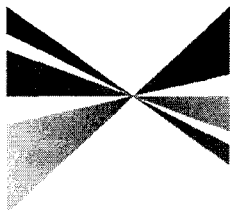


SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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• Alan Wapner, Ontario

**Ventura County:** Judy Mikels, Ventura County •  
Glen Becerra, Simi Valley • Carl Morehouse, San  
Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Lou  
Correa, County of Orange

**Riverside County Transportation Commission:**  
Robin Lowe, Hemet

**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

## MEETING OF THE

# ENERGY & ENVIRONMENT COMMITTEE

**PLEASE NOTE CHANGE IN DATE**

***Monday, October 10, 2005***

**10:30 a.m. – 12:15 p.m.**

## SCAG Offices

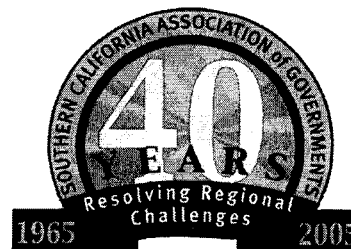
**818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Conference Room Riverside A  
Los Angeles, CA 90017  
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov)

Agendas and Minutes for the Energy & Environment Committee are also available at:

[www.scag.ca.gov/committees/eec.htm](http://www.scag.ca.gov/committees/eec.htm)

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# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

PAGE #

TIME

*"Any item listed on the agenda (action or information)  
may be acted upon at the discretion of the Committee".*

1.0 CALL TO ORDER & PLEDGE OF  
ALLEGIANCE

Hon. Dennis  
Washburn, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of September 1, 2005  
Attachment

01

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix  
Attachment

04



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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			PAGE #	TIME
5.0	<b><u>ACTION ITEMS</u></b>			
5.1	<b><u>Matilija Ecosystem Restoration Attachment</u></b>	<b>Jeff Pratt/ Susan Hughes Ventura County</b>	11	15 Minutes
	<p>This project involves a dam removal and watershed restoration.</p> <p><b>Recommendation:</b> Approve Resolution 05-468-1 and forward to the Regional Council for adoption.</p>			
5.2	<b><u>Regional Comprehensive Plan Approach Attachment</u></b>	<b>Hon. Debbie Cook RCP Task Force</b>	16	10 Minutes
	<p>The Regional Comprehensive Task Force will report on recommended adjustments to the Regional Comprehensive Plan approach.</p> <p><b>Recommendation:</b> Recommend that the Regional Council approve the approach.</p>			
5.3	<b><u>Regional Comprehensive Plan Preliminary Draft Energy Chapter Attachment</u></b>	<b>Jennifer Brost SCAG Staff</b>	18	10 Minutes
	<p>Staff will describe the Preliminary Draft Energy Chapter.</p> <p><b>Recommendation:</b> Release the Preliminary Draft Energy Chapter for Public review and approve the process described for making refinements to the Plan.</p>			



# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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		PAGE #	TIME
5.4	<u>Malibu Creek Watershed Management: Regulation without Comprehensive Planning Attachment</u>  A proposed water quality regulation preempts comprehensive watershed planning and encourages fiscal waste.  <b>Recommendation:</b> Urge Regional Water Quality Control Board to coordinate water quality measures with Malibu Creek Regional Watershed Implementation Plan and emphasize strategic collaboration.	<b>John Mundy/ Randall Orton Las Virgenes Municipal Water District</b>  <b>Dan Lafferty LA County Dept of Public Works</b>	59  30 Minutes
6.0	<b><u>INFORMATION ITEMS</u></b>		
7.0	<b><u>WATER POLICY TASK FORCE REPORT</u></b>	<b>Hon. Dennis Washburn, Chair</b>	
8.0	<b><u>CHAIR'S REPORT</u></b>	<b>Hon. Dennis Washburn, Chair</b>	
9.0	<b><u>STAFF REPORT</u></b>	<b>Sylvia Patsaouras, SCAG Staff</b>	
10.0	<b><u>FUTURE AGENDA ITEMS</u></b> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.		



# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

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*PAGE #*

*TIME*

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held November 3, 2005 at the SCAG offices.



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

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Energy and Environment Committee  
September 1, 2005

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***Action Minutes***

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Dennis Washburn, Vice-Chair. There was a quorum.

**Members Present**

Bertone, Denis	SGVCOG
Brennan, Brian	VCOG
Clark, Margaret	City of Rosemead
Cook, Debbie	City of Huntington Beach
Forester, Larry	City of Signal Hill
Hanks, Keith	City of Azusa
King, Dorothy	Gateway Cities COG
Marchand, Paul	City of Cathedral City
Nelson, Larry	City of Artesia
Van Arsdale, Lori	City of Hemet
Washburn, Dennis (Chair)	City of Calabasas
Young, Toni	City of Port Hueneme
Zerunyan, Frank	SBCCOB

**Members Not Present**

Campbell, Todd	City of Burbank
Eckenrode, Norman	City of Placentia
Harrison, Jon	City of Redlands
Portantino, Anthony	City of La Canada/Flintridge
Streator, Joyce	City of Pasadena

**1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE**

Hon. Dennis Washburn, Chair, called the meeting to order at 10:15 a.m.  
Dennis Washburn, Chair, led the group in the pledge of allegiance.

**2.0 PUBLIC COMMENT PERIOD**

No public comment.

**3.0 REVIEW and PRIORITIZE AGENDA ITEMS**

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Energy and Environment Committee  
September 1, 2005

***Action Minutes***

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**4.0 CONSENT CALENDAR**

It was MOVED (Denis Bertone), SECONDED (Larry Forester) and UNANIMOUSLY agreed to approve the Consent Calendar.

**4.1 Approval Items**

4.1.1 Action Minutes of July 7, 2005

Paul Marchand and Margaret Clark abstained from voting.

**4.2 Receive and File**

4.2.1 State and Federal Legislative Matrix

**5.0 ACTION ITEMS**

None

**6.0 INFORMATION ITEMS**

**6.1 Clean Cities Annual Report**

JoAnn Armenta from The Partnership presented an overview of the Clean Cities Annual Report.

**6.2 Localized Air Pollution Health Effects of Ultra-fine Particles**

Professor Ed Avol of the Keck School of Medicine at USC provided a presentation on the health risks associated with ultra-fine particles and offered potential solutions.

**6.3 Fine Particle (PM2.5) Conformity Determination Process**

Ted Harris, SCAG Staff provided a status report on the key milestones required for this process.

**6.4 Expanded Regional Comprehensive Plan Approach and the California Environmental Quality Act (CEQA)**

Debbie Cook, EEC Member, provided background on this item and informed the committee of the three actions necessary as part of the expansion of the RCP process.

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Energy and Environment Committee  
September 1, 2005

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***Action Minutes***

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Hasan Ikhata reported that this item will be brought back to the policy committees in October for action.

**6.5    Ad Hoc Energy Working Group**

Alan Thompson, SCAG Staff, reported that the idea of creating an Ad Hoc Energy Working Group has been discussed and the possibility of having two separate phases. Phase I would focus on developing the Energy Chapter of the RCP, and Phase II would go into extended policy discussions at the EEC's direction.

**7.0    WATER POLICY TASK FORCE REPORT**

The next meeting will be held on September 8, 2005.

**8.0    CHAIR'S REPORT**

None

**9.0    STAFF REPORT**

Sylvia Patsaouras, SCAG staff, reported that SCAG was asking the Regional Council to sponsor a table at the South Coast AQMD's 7th Annual Clean Air Awards Luncheon to be held at the L.A. Convention Center on October 20, and any Committee member interested in going to this event should notify staff.

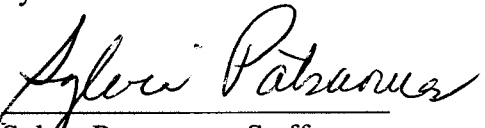
**10.0    FUTURE AGENDA ITEMS**

**11.0    ANNOUNCEMENTS**

**12.0    ADJOURNMENT**

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 11:58 a.m. The next meeting of the Energy and Environment Committee will be held at SCAG in October. Actual date to be determined.

Action Minutes Approved  
by:

  
Sylvia Patsaouras, Staff  
Energy and Environment

000003



# MEMO

**DATE:** October 10, 2005

**TO:** The Regional Council  
The Community, Economic and Human Development Committee  
The Energy and Environment Committee  
The Transportation and Communications Committee

**FROM:** Charlotte Pienkos, Government Affairs Analyst  
Phone: (213) 236-1811 E-Mail: [pienkos@scag.ca.gov](mailto:pienkos@scag.ca.gov)

**SUBJECT:** State and Federal Legislative Matrix

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The State Legislature, which now turns its attention to the November special election, has adjourned for the year and will not reconvene until Wednesday, January 4, 2006. The attached matrix shows the end-of-session disposition of state bills and constitutional amendments upon which SCAG has taken a position. Bills that did not advance from their house of origin by May 30<sup>th</sup> are considered dead; those that did pass to the other house carry over into the second half of the session in 2006.

Only one bill, SB 575 (Torlakson) on housing development projects, passed the Legislature and awaits the Governor's signature. He must sign or veto bills by October 9<sup>th</sup>. Legislation enacted in 2005 becomes effective on January 1, 2006 in the absence of an urgency clause.

In Washington, Congress has returned from its August district work period and has focused on three subjects: the nomination of Judge Roberts for Chief Justice of the Supreme Court, Hurricane Katrina relief, and the passage of appropriations bills. Appropriations measures are due before the end of the federal fiscal year on September 30<sup>th</sup>, but delays are expected. The appropriation for the Department of Transportation and the Treasury was purposely delayed to permit the passage of SAFETEA-LU first. Now that the reauthorization has been enacted, the Congress can pass a Transportation appropriation that accounts for SAFETEA-LU's new provisions.



CA AB 426	<b>AUTHOR:</b> <b>TITLE:</b> <b>FISCAL COMMITTEE:</b> <b>URGENCY CLAUSE:</b> <b>INTRODUCED:</b> <b>LAST AMEND:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>SUMMARY:</b> Requires the Department of Transportation to convert all high-occupancy vehicle (HOV) lanes on state highways in the County of Riverside that currently operate on a 24-hour basis into part-time HOV lanes that operate as mixed-flow lanes except during peak periods, subject to any required approvals of the federal government. <b>STATUS:</b> 05/25/2005 <b>PRIVATE FILE:</b> <b>COMMENTARY:</b> Support position extends only to Riverside County <b>Position:</b> <b>Subject:</b>	Bogh (R) HOV Lanes yes no 02/15/2005 04/20/2005 Pending Assembly Appropriations Committee In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Transportation SCAG-Sup 05/05/2005 Transport
CA AB 697	<b>AUTHOR:</b> <b>TITLE:</b> <b>INTRODUCED:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>SUMMARY:</b> Provides that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are on continuously appropriated and may be encumbered for certain purposes until the Budget Act is Enacted. <b>STATUS:</b> 05/25/2005 <b>PRIVATE FILE:</b> <b>COMMENTARY:</b> Amendment requested relates to facilitating the CPG reimbursement process. <b>Position:</b> <b>Subject:</b>	Oropeza (D) Highway Users Tax Account: Appropriation of Funds 02/17/2005 Pending Assembly Appropriations Committee In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Transportation SCAG-Sup&Amend 04/15/2005 Revenue/Bond, Transport
CA AB 850	<b>AUTHOR:</b> <b>TITLE:</b> <b>FISCAL COMMITTEE:</b> <b>URGENCY CLAUSE:</b> <b>INTRODUCED:</b> <b>LAST AMEND:</b> <b>DISPOSITION:</b> <b>LOCATION:</b> <b>SUMMARY:</b> Relates to the Department of Transportation. Authorizes the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects. Authorizes tolls to be collected after the termination of a franchise agreement period. Authorizes the department to construct and operate a high-occupancy vehicle and other preferential lanes as toll facilities. <b>STATUS:</b> 05/25/2005 <b>PRIVATE FILE:</b> <b>Position:</b> <b>Subject:</b>	Canciamilla (D) Toll Road Agreements yes no 02/18/2005 05/03/2005 Pending Assembly Appropriations Committee In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Transportation SCAG-Sup 05/05/2005 Transport
CA AB 1090	<b>AUTHOR:</b> <b>TITLE:</b> <b>INTRODUCED:</b> <b>DISPOSITION:</b>	Matthews (D) Solid Waste: Diversion: Conversion 02/22/2005 Pending

000005

**Subject:** SolidWaste

**Subject:** Transport

04/21/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

000096

Requires the legislative body of each city and county located in specified areas to either adopt an air quality element as part of its general plan or amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing elements that occurs after a specified date. Requires cities and counties to comply by a certain date.

**STATUS:**

09/08/2005 In ASSEMBLY. Read third time. Failed to pass ASSEMBLY.

09/08/2005 In ASSEMBLY. Motion to reconsider.

**PRIVATE FILE:**

AirQuality

**Position:**

SCAG-Opp 06/02/2005

**Subject:**

AirQuality, LandUse

**PRIVATE FILE:**

LandUse

**Subject:**

AirQuality, LandUse

CA SB 172

**AUTHOR:**

Torlakson (D)

**TITLE:**

Bay Area State-Owned Toll Bridge: Financing

**FISCAL COMMITTEE:**

yes

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/09/2005

**LAST AMEND:**

05/27/2005

**DISPOSITION:**

Pending

**LOCATION:**

Assembly Transportation Committee

**SUMMARY:**

Requires the seismic retrofit surcharge on bay area toll bridges to be paid into the Bay Area Toll Account. Requires the Bay Area Toll Authority to amend its agreement with the Department of Transportation to specify the respective duties of each agency with respect to the seismic retrofit and other bridge construction projects. Requires the authority and department to form a Toll Bridge Program Board of Control to review those projects.

**STATUS:**

06/13/2005 To ASSEMBLY Committee on TRANSPORTATION.

**PRIVATE FILE:**

Transportation

**Position:**

SCAG-Watch 05/05/2005

**Subject:**

Revenue/Bond, Transport

CA SB 371

**AUTHOR:**

Torlakson (D)

**TITLE:**

Public Contracts: Design-Build: Transportation

**INTRODUCED:**

02/17/2005

**LAST AMEND:**

04/26/2005

**DISPOSITION:**

Pending

**LOCATION:**

Senate Appropriations Committee

**SUMMARY:**

Authorizes, until January 1, 2011, certain state and local transportation entities to use a design-build process for bidding on highway construction projects. Establishes a procedure for submitting bids that includes a requirement that design-build entity bidders provide certain information in a questionnaire submitted to the transportation entity that is verified under oath. States the intent of the Legislature that a transportation entity implement a labor compliance program for such projects.

**STATUS:**

05/26/2005 In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.

**PRIVATE FILE:**

Transportation

**Position:**

SCAG-Sup 04/15/2005

**Subject:**

Transport

CA SB 521

**AUTHOR:**

Torlakson (D)

**TITLE:**

Local Planning: Transit Village Plans

**FISCAL COMMITTEE:**

no

**URGENCY CLAUSE:**

no

**INTRODUCED:**

02/18/2005

**LAST AMEND:**

09/02/2005

**DISPOSITION:**

Pending

**LOCATION:**

Assembly Housing and Community Development Committee

**SUMMARY:**

Requires a transit village plan to include a transit station and a parcel, at least 1/2 of which is

000007

with no more than 1/4 mile of the exterior boundary of the parcel on which the transit station is located or parcels located in an area equal to the area encompassed by a 1/4 mile radius from the exterior boundary of the parcel on which the station is located. Defines blight under the Community Redevelopment Law to include the lack of high density development within a transit village development district.

**STATUS:**

09/02/2005 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.  
09/02/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

**PRIVATE FILE:**

**Position:** LandUse  
**Subject:** NARC-Sup 06/02/2005  
Housing, Transit

CA SB 575

**AUTHOR:** Torlakson (D)  
**TITLE:** Housing Development Projects  
**FISCAL COMMITTEE:** no  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/18/2005  
**LAST AMEND:** 08/18/2005  
**DISPOSITION:** To Governor  
**LOCATION:** To Governor  
**SUMMARY:**

Amends Planning and Zoning Law provisions relating to approval or disapproval of projects for farmworker housing, very low, low-, or moderate-income households. Revises conditions regarding disapproval or a conditional approval of a housing development project. Authorizes an applicant for a project or a person who would be eligible to apply for residency to bring an action in court. Authorizes the court to vacate the decision, deem the application complete, and impose fines upon determination of bad faith.

**STATUS:**

09/02/2005 \*\*\*\*\*To GOVERNOR.  
**PRIVATE FILE:** LandUse  
**Position:** SCAG-Sup 06/02/2005  
**Subject:** Housing, LandUse

CA SB 705

**AUTHOR:** Runner G (R)  
**TITLE:** Design-Build Contracts  
**INTRODUCED:** 02/22/2005  
**DISPOSITION:** Pending  
**LOCATION:** Senate Transportation and Housing Committee  
**SUMMARY:**

Authorizes the Department of Transportation to contractor using the design-build process for the design and construction of transportation projects. Requires the director of the department to establish a prequalification and selection process.

**STATUS:**

04/19/2005 In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.

CA SB 760

**AUTHOR:** Lowenthal (D)  
**TITLE:** Ports: Congestion Relief: Security Enhancement  
**FISCAL COMMITTEE:** yes  
**URGENCY CLAUSE:** no  
**INTRODUCED:** 02/22/2005  
**LAST AMEND:** 05/27/2005  
**DISPOSITION:** Pending  
**LOCATION:** Assembly Appropriations Committee  
**SUMMARY:**

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

**STATUS:**

06/27/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to

000008

	<b>PRIVATE FILE:</b>	Committee on APPROPRIATIONS.
	<b>Position:</b>	Transportation
	<b>Subject:</b>	SCAG-Watch 05/05/2005 Transport
CA SB 832	<b>AUTHOR:</b>	Perata (D)
	<b>TITLE:</b>	CEQA: Infill Development
	<b>INTRODUCED:</b>	02/22/2005
	<b>LAST AMEND:</b>	05/04/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Inactive File
	<b>SUMMARY:</b>	Relates to infill development under the California Environmental Quality Act. Provides an alternative to infill criteria if the site is located in a city with a population of more than 200,000 persons, the site is not more than 10 acres, and the project does not have less than 200 or more than 300 residential units, as adopted by a resolution of the city council.
	<b>STATUS:</b>	
	08/31/2005	In ASSEMBLY. To Inactive File.
	<b>PRIVATE FILE:</b>	LandUse
	<b>Position:</b>	SCAG-Sup 06/02/2005
	<b>Subject:</b>	Housing, LandUse
CA SB 1024	<b>AUTHOR:</b>	Perata (D)
	<b>TITLE:</b>	Public Works and Improvements: Bond Measure
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	yes
	<b>INTRODUCED:</b>	02/22/2005
	<b>LAST AMEND:</b>	08/29/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Senate Third Reading File
	<b>SUMMARY:</b>	Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize general obligation bonds for the state transportation improvement program, levee improvements, passenger rail improvements, restoration of Proposition 42 funds, port infrastructure and security, certain trade corridors, emissions reduction projects, environmental enhancement projects, and transportation needs in cities and counties relative to housing and infill. Creates the Transit-Oriented Development Program.
	<b>STATUS:</b>	
	08/30/2005	In SENATE. Read second time. To third reading.
	<b>PRIVATE FILE:</b>	Transportation
	<b>Position:</b>	SCAG-Watch 05/05/2005
	<b>Subject:</b>	Revenue/Bond, Transport
CA ACA 4 a	<b>AUTHOR:</b>	Keene (R)
	<b>TITLE:</b>	State Finances
	<b>FISCAL COMMITTEE:</b>	yes
	<b>URGENCY CLAUSE:</b>	no
	<b>INTRODUCED:</b>	01/20/2005
	<b>LAST AMEND:</b>	04/11/2005
	<b>DISPOSITION:</b>	Pending
	<b>LOCATION:</b>	Assembly Budget Process Committee
	<b>SUMMARY:</b>	Proposes a Constitutional amendment that requires, rather than authorizes, the Governor to issue a proclamation declaring a fiscal emergency, and specifies that the proclamation would be issued when the Governor determines either that General Fund revenues will decline below the estimate of General Fund revenues upon which the Budget Bill for that fiscal year was based, or that General Fund expenditures will increase above that estimate of General Fund revenues, or both, by a specified amount.
	<b>STATUS:</b>	
	04/11/2005	From ASSEMBLY Committee on BUDGET PROCESS with author's amendments.
	04/11/2005	In ASSEMBLY. Read second time and amended. Re-referred to ASSEMBLY Committee on BUDGET PROCESS.
	<b>PRIVATE FILE:</b>	Transportation
	<b>COMMENTARY:</b>	000009

Prop 42 provisions only

**Position:**

SCAG-Sup&Amend 05/05/2005

**Subject:**

Revenue/Bond, Transport

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000010

# REPORT

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**DATE:** October 10, 2005

**TO:** Energy and Environment Committee

**FROM:** Daniel E. Griset, Senior Regional Planner, (213) 236-1895, [griset@scag.ca.gov](mailto:griset@scag.ca.gov)

**SUBJECT:** Matilija Ecosystem Restoration

**EXECUTIVE DIRECTOR'S APPROVAL:**



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## **RECOMMENDATION:**

Upon recommendation of the Water Policy Task Force approve Resolution 05-468-1 supporting the Restoration Project and forward to the Regional Council for adoption.

## **BACKGROUND:**

The Matilija Ecosystem Restoration Project is one of the most interesting environmental projects of its kind in the country. This uniqueness owes to the proposed removal of the Matilija Dam (originally constructed to a height of 198 feet), the largest dam demolition project proposed in the nation. Along with the dam removal the Project aims to restore the watershed hydrology and habitat that was critically compromised by the construction of the dam in 1947.

Two speakers who are intimately familiar with the Project will explain its features and challenges to the Committee: Jeff Pratt, Director of Ventura County's Watershed Protection District (WPD); and Susan Hughes, a Legislative Analyst with the County.

Working in conjunction with the Bureau of Reclamation and the Army Corps of Engineers (ACE), the WPD, as owner of Matilija Dam, is the sponsor of this \$130 million project. Community and water agency support for this project has developed in recent years as public understanding of watershed issues has grown. Initially, however, the nature of the project sparked opposition from various Ventura County water agencies and flood control advocates. That opposition has diminished as the mitigation planning process has resolved concerns and fears. (The URL for the Project and the ACE Study is: <http://www.matilijadam.org>.)

General public support for the project has grown as stakeholders became increasingly aware of the nearly complete obsolescence and impairments of the Dam, a facility that was constructed originally to create storage for agricultural needs and to a lesser extent provide flood control benefits. Currently, however, the Dam reservoir has accumulated nearly 6 million cubic yards of debris and sediment, reducing its water storage by more than 93% of its original designed capacity (from about 7,000 acre feet to now about 400 acre feet). With current trends the Dam's reservoir is expected to lose its entire storage capacity and any of the few remaining



flood control benefits by 2020. The drainage area behind the Dam is the Matilija Creek watershed with its 55 square miles, some 15 miles upstream from the Pacific Ocean and a tributary to the Ventura River.

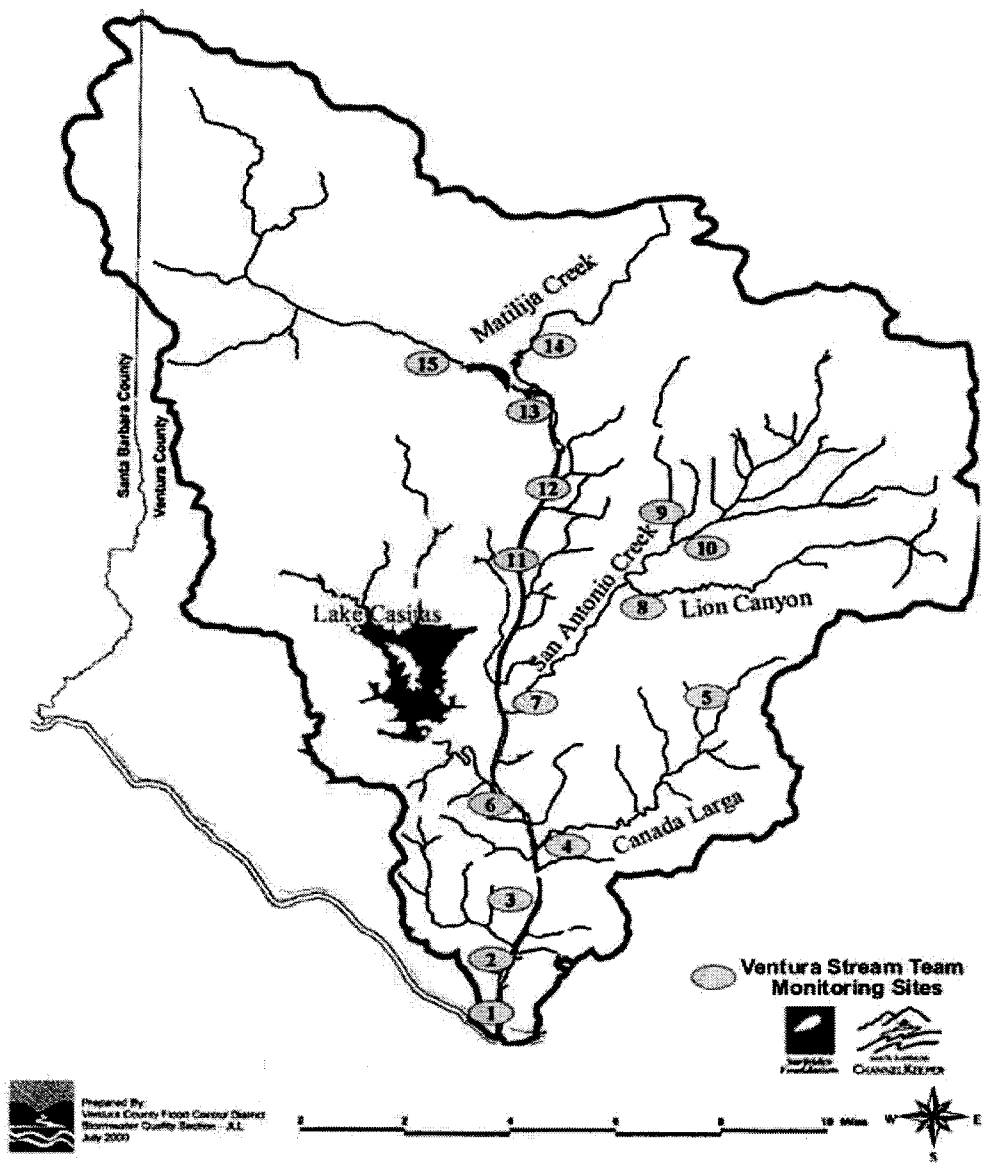
The objectives of this restoration project include habitat restoration (improving aquatic and terrestrial habitat to benefit fish and wildlife species), hydrological restoration (restoring the river's hydrologic and sediment transport conditions to pre-dam conditions) and recreational amenities (returning the dam property to the US Forest Service to become an outdoor education and recreation site).

Though the County has approved the project's environmental studies and nearly \$400,000 in federal funding has been approved, the next hurdle is funding for the project's design and engineering. The budget for this key implementation phase is about \$6.5 million. The overall financial strategy for the project anticipates that local agencies will fund 35% of the project costs.

**FISCAL IMPACT:** All work related to the recommended staff action is contained within the adopted FY 05/06 budget under 06-075. Funding and implementation of this Project will be the fiscal responsibility of other entities.

DOCS #113834v1

Map of the Matilija Watershed.



**RESOLUTION No. 05-468-1**

**A RESOLUTION OF  
THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
IN SUPPORT OF  
THE MATILIJA DAM ECOSYSTEM RESTORATION PROJECT**

**WHEREAS**, Matilija Dam on Matilija Creek, the principle tributary of the Ventura River, was built in 1947 by the Ventura County Watershed Protection District to provide water for the Ojai and Ventura River Valleys, and as a limited flood control structure; and

**WHEREAS**, since 1947 the Matilija Dam reservoir has accumulated approximately 6 million cubic yards of sediment and debris, eliminating more than 90 percent of its original storage capacity; and

**WHEREAS**, Matilija Dam no longer provides significant water supply benefits; and

**WHEREAS**, Matilija Dam no longer provides flood control benefits to the people and properties downstream of the dam; and

**WHEREAS**, the functions of Matilija Dam have been replaced by the construction of Casitas Dam in 1958 by the U.S. Bureau of Reclamation, and other downstream flood control measures; and

**WHEREAS**, restoration of Matilija Dam to serve its original purposes is neither financially feasible, technically sound, nor environmentally desirable; and

**WHEREAS**, the Ventura River once provided a significant habitat for a wide variety of native fish and wildlife, including the endangered steelhead trout and the threatened red-legged frog, which are part of the natural heritage of Ventura County; and

**WHEREAS**, prior to the construction of Matilija Dam, the flow of sediment from the Ventura River system naturally replenished the coastal beaches of Ventura County which support unique coastal habitats and important recreational opportunities; and

**WHEREAS**, removal of Matilija Dam enjoys the active support of all local governments, including the dam owner, the Ventura County Watershed Protection District, local residents, and a broad coalition of statewide and national stakeholder organizations; and

**WHEREAS**, local, state, and federal governmental agencies have investigated alternative approaches to the removal of Matilija Dam; and

**WHEREAS**, the timely removal of Matilija Dam would provide for the recovery of California's endangered and threatened fish and wildlife, the restoration of historic outdoor recreational opportunities, and the protection of hundreds of millions of dollars of coastal properties.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments (SCAG) that SCAG does hereby support the timely removal of Matilija Dam.

**BE IT FURTHER RESOLVED** that SCAG supports the use of public and private partnerships as a constructive method for the planning, funding and implementing of the Matilija Ecosystem Restoration Project.

**BE IT FURTHER RESOLVED** that SCAG urges local, special, state and federal agencies to expedite the implementation of the Matilija Ecosystem Restoration Project.

**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting on this 3rd day of November, 2005.

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TONI YOUNG  
President, SCAG  
Councilmember, City of Port Hueneme

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Mark Pisano  
Executive Director, SCAG

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Karen Tachiki  
Chief Legal Counsel, SCAG

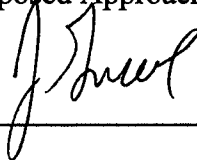
# REPORT

**DATE:** October 10, 2005

**TO:** Community, Economic and Human Development Committee  
Energy and Environment Committee  
Transportation and Communications Committee

**FROM:** Regional Comprehensive Plan Task Force  
Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, [lieb@scag.ca.gov](mailto:lieb@scag.ca.gov)

**SUBJECT:** Regional Comprehensive Plan Proposed Approach

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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## **RECOMMENDED ACTION:**

Recommend that the Regional Council approve the proposed approach.

## **SUMMARY**

Staff, under the direction of the Regional Comprehensive Plan (RCP) Task Force, has completed preliminary products for the RCP based on a work plan approved by the Regional Council in October 2004. That work plan focused on the compilation of existing SCAG policies and the formulation of action plans to implement those policies. As reported to the policy committees on September 8, the RCP Task Force has been considering expanding the original work plan to include several new efforts. At this time, the Task Force is proposing that the policy committees recommend the new approach to the Regional Council. The plan resulting from this effort will be adequate to serve as a test case for the role of regional planning within the California Environmental Quality Act (CEQA), but it will also be a useful and effective plan in the absence of successful CEQA reform legislation.

## **BACKGROUND:**

The proposed expanded RCP effort has been developed in light of on-going CEQA reform discussions. Those discussions suggest that a regional plan meeting specific criteria could qualify subsequent, consistent plans and projects for alternative processing under CEQA. SCAG has viewed this concept as an opportunity to ease the development process for projects included in, or consistent with, the region's adopted growth vision (2% Strategy).

To date, no broad agreement on CEQA reform has been reached. As such, this proposal is an attempt to approach the RCP as an opportunity to develop a test case for regional plans that could subsequently be useful should CEQA reform proceed. The proposed new approach would add the following activities to plan development:

- Establish quantifiable plan outcomes across the full range of planning and resource categories.
- Demonstrate measurable benefit for the environment.
- Include mitigation measures that are applicable at the project level.

# REPORT

- Propose funding and other incentive mechanisms for supportive implementation at the local level.
- To the extent possible, fully incorporate resource and infrastructure plans prepared at the regional and state level. When full integration is not possible, SCAG will perform an analysis of these external plans demonstrating whether they are consistent with the region's growth strategy.

## Plan Integration/Open Space and Habitat

The ability to fully incorporate elements of other State and regional plans will depend on a variety of factors including the timing of planning processes, the willingness of outside agencies to collaborate, and whether, as in some cases, planning activities are exempt from CEQA. At this time, staff envisions placing special emphasis on the Habitat and Open Space Chapter. To that end, staff has held discussions with the State Resources Agency regarding collaboration.

The Habitat and Open Space Chapter will include the following elements:

- Identification of the characteristics of land that should not be developed based on a "natural systems" approach
- Identification of suggested amount, type and location of parkland within urban settings
- Identification of measures to mitigate habitat impacts of transportation projects
- Identification of financial mechanisms to accrue funding for open space protection
- Analysis of existing State plans for open space, habitat, and parks. Specific recommendations for future planning efforts based on consistency with the region's desired outcomes.

## Local Implementation/Incentives

There is broad agreement within on-going CEQA reform discussions that project streamlining should be implemented only at the option of the local jurisdiction. Further, there is also broad agreement that the procedural steps within CEQA should be preserved within any streamlined alternative. The concept of streamlining is to redirect effort and analysis currently done within project Environmental Impact Reports to advance planning. To date, there is no specific, detailed proposal on CEQA streamlining. Based on previous Regional Council action, SCAG would oppose any proposal that limited a local jurisdiction's discretion in project review and approval.

At the same time, SCAG will endeavor to develop proposals that would make alternative CEQA procedures attractive to local agencies. Specifically, there should be incentive funding and mitigation funding available to local agencies that agree to preference projects consistent with the regional growth strategy. SCAG will include specific proposals for incentive approaches within the RCP.

## **FISCAL IMPACT:**

No fiscal impact at this time. Any work related to this item is included in the 2005-2006 Overall Work Program for the Regional Comprehensive Plan (06-035). Additionally, staff anticipates enhancing the RCP budget with previously unprogrammed funds, subject to future consideration by the Administration Committee and the Regional Council.

# REPORT

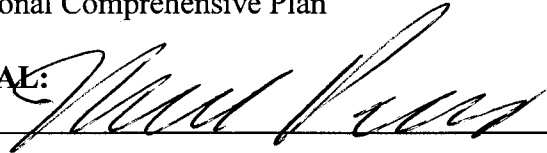
**DATE:** September 15, 2005

**TO:** Energy and Environment Committee

**FROM:** Regional Comprehensive Plan Task Force  
Jennifer Brost Sarnecki, AICP, Associate Regional Planner,  
213-236-1829, [brost@scag.ca.gov](mailto:brost@scag.ca.gov)

**SUBJECT:** Energy Chapter of the Regional Comprehensive Plan

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

- Approve the release of the Preliminary Draft Energy Chapter for public review and comment.
- Approve the approach for completing the Energy Chapter.

**SUMMARY:**

The RCP Task Force is presenting a Preliminary Draft Energy Chapter (Energy Chapter) for the Energy and Environment Committee's (EEC) consideration. The Energy Chapter of the Regional Comprehensive Plan (RCP) incorporates the recommended policies approved by the EEC on July 7, 2005. These recommended policies are denoted in the Energy Chapter with an asterisk "\*." In addition, recommended actions made by the RCP Task Force on July 25, 2005 are also included in this version of the Energy Chapter.

The Energy Chapter is currently structured as an action plan, identifying recommended actions for the federal government, state legislature, and jurisdictions. The Energy Chapter also describes the current conditions including energy generation and use.

At this time, the Energy Chapter should not be considered final as updates and additions are anticipated. Specifically, the "Current Conditions" section will be revised and updated, as new information becomes available. Pending direction from the Regional Council, the Energy Chapter will be enhanced to include outcomes, mitigation, and analysis of other plans.

Pending EEC approval, staff will release this preliminary draft to the public, and undertake further activities to refine and complete the Energy Chapter. These tasks will be largely accomplished through consultation with the Energy Working Group. With its diverse makeup, the Energy Working Group will also provide a forum for broader public outreach.

## BACKGROUND:

At the December 15, 2004 RCP Task Force meeting, the Task Force directed staff to complete a report to the EEC on issues pertaining to the Energy Chapter. The Task Force identified a regional policy deficiency related to energy generation, and instructed staff to report back when a draft of the Energy Chapter reflecting Task Force discussions was completed.

Staff subsequently reported to the EEC in February 2005. Committee members suggested the Energy Chapter consider alternative forms of energy conversion, energy transmission, and distribution. Staff held an energy workshop comprised of elected officials and industry leaders to garner ideas and reach consensus on April 29, 2005. At this meeting, staff gathered recommendations for developing a regional energy generation policy. Subsequently, on July 7, 2005, the EEC approved the recommended policies related to generation, supply, conservation, cogeneration and transmission. These policies have been included in the Energy Chapter presented today.

On July 25, 2005, the RCP Task Force recommended the EEC release the Energy Chapter for public review and comment. In addition, staff has incorporated comments made by the RCP Task Force. Specifically, the Task Force advised the following additions, which have been included in the current Energy Chapter:

- Include parallel language in actions for the Federal Government, State Legislature, SCAG and Regional Agencies, and Cities and Counties with regard to promoting wind energy.
- Add a new SCAG energy generation action that states, *"Encourage future new power generation be renewable to the greatest extent possible."*
- Add a new action for Counties and Cities under efficient landscaping and site design that states, *"Encourage local jurisdictions to adopt green building guidelines."*

## ATTACHMENTS:

- Preliminary Draft Energy Chapter of the Regional Comprehensive Plan

## FISCAL IMPACT:

Work related to this item is included in the 2005-2006 Overall Work Program under Work Element 06-035 (Regional Comprehensive Plan & Guide)



**This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.**

## **Preliminary Draft Action Plan for Energy Chapter**

### **INTRODUCTION**

The energy action plan identifies policy and practice that SCAG endorses for external parties and itself. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

The action plan, as with other RCP chapters, is organized according to the implementing party. As such, there is a recommended actions section for the Federal Government, State Government, SCAG and other regional agencies, and local governments.

California's recent energy crisis brought energy to the forefront of public policy issues. These issues can be summarized as 1) meeting the immediate energy demands, and 2) planning and developing the energy infrastructure necessary for servicing future population growth and energy requirements.

Meeting immediate demands is problematic in that existing supply and demand for petroleum is resulting in significantly high retail prices. In addition, in 2000, there were electricity price spikes and rolling blackouts. Energy conservation provides the most immediate benefit at the regional/local level.

Meeting future needs will be challenging. The energy needs necessary to serve the additional six million people forecast for the region will be substantial. This is especially true if high-energy projects will be required, such as Magnetic Levitation High Speed Rail trains and seawater desalinization plants.

In 2004, SCAG's Regional Council created a clear set of objectives and goals related to the future growth of the region and formalized them in the Compass Growth Vision and the Regional Transportation Plan. The growth vision calls for accelerated growth in key strategic areas that are beneficial to energy conservation, such as transit oriented development along major corridors. The vision for future growth and development is described in full in the Land Use and Housing Chapter of this plan.

This chapter presents energy policies adopted by the Southern California Association of Governments' (SCAG) Regional Council and are referenced in the action plan and are appended as well. It also contains data on electricity, natural gas, and petroleum fuel production and consumption for the SCAG region and the state.

The Indicators Section includes performance indicators to show how the region is progressing toward its policy goals and relates the region's progress on energy issues to the Regional Council's Growth Vision principles:

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## **SCAG POLICIES REGARDING ENERGY**

**[Please note: An asterisk \* identifies items moved for inclusion by the RCP Task Force or EEC. These items have not been approved by the SCAG Regional Council.]**

The SCAG Regional Council, through resolutions and adoption of major planning and policy documents, has established policies regarding energy. The overarching policy for energy is one of sustainability. The Regional Council, through its 2004 Growth Vision, recognizes that energy production and consumption must be sustainable in order to manage natural resources efficiently and in order to protect the environment today and in the future. The overarching energy policy is to:

***Energy Policy 1: Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste. - SCAG Growth Vision***

To reduce the overall consumption of fossil fuels, particularly petroleum, SCAG policies encourage the use of alternative fuel vehicles and transit:

***Energy Policy 2: Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels. - SCAG Resolution***

***Energy Policy 3: Encourage investment in transit. – SCAG Growth Vision***

SCAG enacted policies to show their support for clean energy generation in an effort to develop sustainable energy generation and to develop the power plants in an environmentally sustainable way.

***Energy Policy 4: Encourage cost-effective alternative and renewable energy generation facilities \****

***Energy Policy 5: Encourage reliable energy through the diversification of sources \****

***Energy Policy 6: Oppose current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border. - SCAG Resolution***

***Energy Policy 7: Support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility. – SCAG Resolution***

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SCAG is required to implement the mitigation measures listed in its Mitigation, Monitoring, and Reporting Program of the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR). The mitigation measures are part of the Action Plan. Mitigation measures addressing energy include:

***Energy Policy 8: Work with local jurisdictions and energy providers, through [SCAG's] Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.***

***Energy Policy 9: Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price. – SCAG EIR Policy***

SCAG has no policy on energy conservation. There are policies related to air quality and transportation that have the same effect as conservation, as it relates to congestion mitigation, (Policy Reference: RTP) but not static energy usage (lighting, heating, etc.). However, energy conservation policy will continue to be addressed through the RCP planning process. This process will include input from various energy stakeholders through the proposed Ad Hoc Energy Working Group. Currently, one energy conservation policy has been recommended during a workshop on Regional Energy Policy on April 29, 2005.

***Energy Policy 10: Encourage the public and private sectors to use energy efficient materials in building design, construction, rehabilitation and retrofit. \****

## **RECOMMENDED ACTIONS**

### **Actions For The Federal Government**

SCAG strongly encourages the federal government to develop a long-term plan to reduce the dependence on fossil fuels, the majority of which are used for transportation. Conservation and research into alternative fuels may provide significant long-term solutions. (Policy Reference: 1996 RCP EIR; Growth Vision, Resolution)

- Promote Federal legislation/regulations promoting increased vehicle fuel efficiency standards.
- Maintain or increase funding for HOV lanes and promotion of carpooling.
- Encourage elected officials to actively promote carpooling
- Increase the funding available for transit programs under the Highway Trust Fund.

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- Develop a national consensus on alternative fuel research and development.
- Provide incentives for local units of Federal agencies to adopt alternative vehicle fleets to promote alternative fuel infrastructure development.

SCAG strongly encourages the federal government to provide incentives for the construction of energy efficient commercial and residential buildings. (Policy Reference: Growth Vision)

- Encourage the public and private sectors to use energy efficient materials in building design, construction, rehabilitation and retrofit.

Encourage cost-effective alternative and renewable energy generation facilities.

- Promote tax incentives for the commercial/domestic alternative energy generation, such as solar power and wind turbines.

Encourage reliable energy through diversification of sources.

- Encourage cogeneration, where feasible and cost-effective.

#### **Actions for the State Legislature**

Encourage cost-effective alternative and renewable energy generation facilities

- Maintain and expand Solar Energy Rebate Program
- Promote Solar Energy Technology development
- Promote wind generation technology development

Encourage cogeneration, where feasible and cost-effective

- Provide incentives to increase the use of cogeneration technologies.

SCAG strongly encourages the State of California to continue to support alternative fuel vehicle incentives and research. (Policy Reference: EIR, Resolution )

- Provide incentives for state and local governmental bodies to adopt alternative vehicle fleets.
- Adopt alternative fueled vehicles for government fleet cars throughout the nation.
- Maintain and expand incentives for populace to purchase and use alternative fuel vehicles (e.g. carpool lane usage)
- Provide preferred "Reserved for Alternative Fuel Vehicle" parking locations at state buildings.

SCAG strongly encourages the State of California to promote fuel conservation (Policy Reference: RTP, Growth Vision)

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- Promote public awareness campaigns on carpooling and transit ridership
- Promote preferred parking spaces for carpools at State office buildings
- Provide subsidies for carpooling and transit ridership
- Promote public awareness campaigns on carpooling and transit ridership
- Incorporate schools into the “Flex Your Power” public awareness program.

Encourage the public and private sectors to use energy efficient materials in building design, construction, rehabilitation and retrofit.

- SCAG strongly encourages the State of California to continue providing incentives for commercial and residential energy conservation purchases:
  - Provide state tax rebates to low income households (and landlords for low-income housing) who purchase efficient appliances.
  - Provide informational items promoting the California Home Energy Efficiency Rating System (CHEERS)

SCAG strongly encourages the State of California to promote, through advocacy or regulation, environmentally efficient structures (Policy Reference: Growth Vision)

- Require new government buildings be built according to a minimum threshold on the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
- Require minimum LEED standards for all commercial/residential building construction.
- Advocate the use of natural cover (roof top trees/shrubs) to reduce urban heat sink phenomenon.

Encourage greater coordination between the California Public Utilities Commission and Independent Service Operator. In the same context, greater coordination between municipal utilities and the Independent Service Operator could help to reduce the balkanization of the grid.

Encourage increasing capacity of existing transmission lines, where feasible

### **Actions for SCAG and Regional Agencies**

As stated in Energy Policy 10, above, a proposed energy conservation policy is to “Encourage the public and private sectors to use energy efficient materials in building design, construction, rehabilitation and retrofit.”

- SCAG strongly encourages local governments to continue providing incentives for commercial and residential energy conservation purchases:
  - Provide state tax rebates to low income households (and landlords for low-income housing) who purchase efficient appliances.

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- Provide informational items promoting the California Home Energy Efficiency Rating System (CHEERS)
- Require new government buildings be built according to a minimum threshold on the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
- Require minimum LEED standards for all commercial/residential building construction.
- Advocate the use of natural cover (roof top trees/shrubs) to reduce urban heat sink phenomenon.

SCAG has no regional energy generation policy. Any regional energy policy that is developed should be consistent with other regional policies, including environmental policies. Proposed SCAG energy generation policies include:

- Encourage cost-effective alternative and renewable energy generation facilities
- Encourage reliable energy through a variety of sources
- Encourage greater coordination between the California Public Utilities Commission and Independent Service Operator
- Encourage future new power generation be renewable to the greatest extent possible

SCAG will continue to advocate for greater vehicle occupancy (Policy Reference: Growth Vision)

- Advocate for dedicated preferred designated parking for carpools at government buildings and businesses.
- Promote public awareness campaigns on carpooling and transit ridership
- Promote preferred parking spaces for carpools at regional office buildings
- Promote public awareness campaigns on carpooling and transit ridership

SCAG will continue to advocate and plan for regional transit solutions to transportation problems. (Policy Reference: Growth Vision)

SCAG will promote the use of alternative fuel vehicles. (Policy Reference: EIR)

- Advocate that local governments allow electric/alternative fuel vehicles to park at metered parking spots at no charge (any applicable time limitation would still apply).

SCAG will continue to work with local jurisdictions, the California Energy Commission and energy providers to develop state energy guidelines based on projected demand and supply. Developing State guidance with local and regional input will build a consensus for energy action across the state. (Policy Reference: EIR)

- Regional Planning Agencies work with CEC to develop energy demand and supply forecasting methodology.

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- Distinguish energy generation and consumption for the built environment and that for transportation purposes.
- Develop data on the implications of energy usage, especially on emissions of toxic air contaminants and greenhouse gases and possibly for other environmental issues, such as water quality.
- Support state and local efforts to better coordinate demand side management programs and the development of overall energy policies and goals.
- Develop regional energy performance indicators and goals for those indicators.
- Investigate the potential benefits to the region from encouraging distributed energy resources and combined heat, cooling, and power.
- Regional agencies monitor and provide input towards development of State energy projections.

### **Actions for Counties and Cities**

SCAG strongly encourages local governments to purchase alternative fuel vehicles and develop the infrastructure necessary to support the vehicles.

- Local governments purchase alternative fuel vehicles for their fleet, where practical.
- Local governments develop a common infrastructure necessary to support these vehicles.
- Local governments work with SCAG and other governmental units to establish standards on alternative fuel technology and infrastructure.

SCAG strongly encourages local governments to continue providing incentives for commercial and residential energy conservation purchases:

- Provide incentives to low income households (and landlords for low-income housing) who purchase efficient appliances.
- Provide informational items promoting the California Home Energy Efficiency Rating System (CHEERS)
- Require new government buildings be built according to a minimum threshold on the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
- Require minimum LEED standards for all commercial/residential building construction.
- Advocate the use of natural cover (roof top trees/shrubs) to reduce urban heat sink phenomenon where practical.

Local Governments should monitor and provide input in the development of the State energy projections. (Policy Reference: EIR)

Local governments should review and update, as necessary, building retrofit ordinances for energy efficiency. (Policy Reference: RCPG, EIR)

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SCAG's Compass Growth Vision program has identified 2% of the land in the SCAG region to focus land use and transportation investments in order to accommodate the forecast growth in the region to the year 2030. Governments can review this "2% Strategy" and ensure that energy policy is implemented in the areas of the 2% Strategy that fall within their jurisdictions. SCAG can promote the 2% Strategy to educate jurisdictions about the strategy and about ways to implement the strategy, at the same time incorporating energy policy into their plans. (Policy Reference: Growth Vision)

#### Street Grids and Building Alignments

Land use can encourage the use of solar energy. New streets can be aligned to best utilize the energy provided by the sun. In turn, the position of new buildings on the street and the position of windows on a building can be aligned to maximize natural lighting.

- New development designs should encourage use of natural lighting and energy efficiency.

#### Increased Vehicle Occupancy

All levels of government can contribute to the implementation of this action. Local governments can encourage carpool and vanpool programs and adopt trip reduction ordinances. While many of the needed programs are in place, a local jurisdiction can enhance effectiveness by helping fund information and promotion campaigns, and construct preferential parking, among other items. Regional and state transportation agencies can provide for HOV lanes between communities. All levels of government can conduct public awareness campaigns to encourage increased vehicle occupancy.

- Local governments/local businesses dedicate preferred designated parking for carpools.
- Promote public awareness campaigns on carpooling and transit ridership.

#### Telecommuting

Local governments can encourage telecommuting by adopting telecommuting programs for their employees, allowing or encouraging local telecommuting centers through their general plan and land use regulations, and allowing or encouraging people to work at home through their home occupations ordinances. State and regional agencies can help implement telecommuting through information campaigns and by providing opportunities for their employees to telecommute. More specific implementation ideas include the provision of credits to employers subject to telecommuting provisions of a trip reduction ordinance and the organization of forums and workshops for local employers to explain the benefits of telecommuting.

- Local governments/local businesses should adopt telecommuting programs for employees.
- Local businesses can create "business kiosks" in areas where market demand exists for telecommuters to work and hold meetings.

#### Pedestrian and Bicycle Emphasis



This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

Local governments could require an integrated system of pedestrian and bicycle paths, bike storage facilities, and shower facilities. More compact land use patterns, especially involving mixed uses, would also assist in this action. Although local governments assume primary power to implement this measure, regional agencies, especially those responsible for transportation and air quality, could encourage local governments to adopt programs that support bicycle ridership and pedestrians. Regional agencies also could coordinate the efforts of cities and counties to assure a regional system. To assist in the implementation of the measure, the following strategies could be considered:

- appointment of a bicycle/pedestrian coordinator or advocate,
- amendment of subdivision ordinances to require pathways and/or a system of paths,
- development and distribution of regional maps that clearly illustrate bicycle and pedestrian systems.
- Local governments should encourage the incorporation of bicycle/pedestrian paths in new development areas through incentives or regulations.
- Local governments should encourage the use of pedestrian friendly designs in new construction and urban redevelopment
- Regional agencies should work with local governments to coordinate and integrate a region wide bicycle path system.

#### Transit and Land Use Emphasis

There is potential for energy savings from increased transit facilities within a pattern of compact, mixed use, transit oriented development. A range of public agencies should implement this measure. SCAG's 2% Strategy encourages growth around transit stations, and advocates for easy access to the stops and stations. Related implementation strategies include coordination with transit agencies to pursue joint development projects, including housing, adjacent to transit; provision of zoning incentives, including density bonuses; and adoption of specific plans around rail stations and transit centers.

- Local governments should encourage transit oriented development

#### Congestion Pricing

This action charges a toll to use certain roads during certain parts of the day. The tolls are usually imposed in central business districts. The most prominent example of congestion pricing is in downtown London in the United Kingdom. Tolls will produce side effects that must be understood by all agencies in advance of their imposition. The tolls can be imposed by the state or by operators of private roads or bridges.

- Regional/local governments should examine the use of congestion pricing in heavily congested central business districts.

#### Parking Pricing

- Allow electric vehicles to park at metered parking spots at no charge (time limitations would still apply).

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- Local governments establish a formula for the maximum number of parking spaces for each square foot of office space.
- Local businesses can establish peak hour parking pricing.
- Local businesses can establish higher short term parking rates (subsidized by validation from local retailers).
- Local governments/local businesses can provide reduced parking fees for carpools.

#### Energy Efficient Landscaping and Site Design

- Local governments develop conservation guidelines for new construction.
- Local governments develop conservation manuals for homeowners and local landscape contractors/architects.
- Building industry develops guidelines for energy efficient landscaping in new construction.
- Encourage local jurisdictions to adopt green building guidelines.

#### Public Awareness Campaigns

- Local governments develop Public Awareness campaign strategies customized to their local communities.
- Local, regional and state agencies coordinate public awareness campaigns for maximum effectiveness.
- Provide Public Awareness campaign for California Home Energy Efficiency Rating System.
- Promote public awareness campaigns on carpooling and transit ridership.

#### State Energy Supply Planning

Regional and local governments could take a more active role in the statewide energy planning process. Regional and local governments should monitor the development of the State energy projections.

- Regional/Local governments should participate in the statewide energy planning process
- If unable to participate, Regional/Local governments should monitor and comment on the development of state energy plans and projections.

#### Energy Scorecards and Best Practices Lists

Governments can set thresholds for energy efficiency and energy savings through energy scorecards. Similar to the energy scorecards, government agencies can develop energy checklists for developers that detail best practices that can be taken to build energy efficient products.

- Promote development regulations and design standards to maximize energy efficiency and minimize potential health risks.

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### Wind Power Resources

Municipalities or municipal agencies can decide to purchase wind energy for City or County operations, where feasible and economical. In addition, developing wind power resources may benefit the local economy through jobs, lower electricity costs, and leasing revenues, while enhancing a community's energy independence.

- Explore wind purchasing to power City or County operations where feasible and cost-effective.
- Explore the development of local wind power resources, where feasible and cost-effective.

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## **CURRENT CONDITIONS**

Energy price increases and rolling blackouts in 2000 caught many off guard about the seriousness of the State's energy supply issues. In 1996, the state legislature passed Assembly Bill 1890, restructuring the electricity market. Initially, the market appeared to function well, but by 2000, electricity demand in the state began to catch up with supply. This increased demand, combined with other factors, resulted in price spikes and rolling blackouts. Even after some reforms, current electricity reserves will be insufficient to meet an abnormal hot summer (considered once every ten years).<sup>1</sup>

Another energy planning challenge is to consider the context of regional growth visioning. The addition of six million new residents by 2030 will result in increased land-use development and its associated energy demands. The increasing use of electronics in business, home and personal entertainment devices will place new demands on the capacity, demand and distribution of energy in the SCAG region.

Government activities to support the 2030 population projections will also increase energy demand. The use of Magnetic Levitation technology for high speed rail will increase electrical demand. The use of desalinization plants to provide potable water to residents will also require substantial energy resources.

Energy planning for 2030 will be challenging. As a by-product of market restructuring, less energy data is available and less planning is performed, since in theory, market forces will "plan" our energy requirements. Before AB 1890, the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC) collaborated in forecasting power demand and supply. The process is now different, and the CEC forecasts only 10-12 years into the future, despite the fact that oftentimes energy infrastructure takes longer to plan and develop. Investor-owned utilities also scaled back their energy forecasting efforts, though they still conduct business planning on various time horizons.

In addition, California imports 34% of the petroleum that is processed in its refineries from foreign countries. Continued oil price fluctuation has helped to bring forward concerns about American dependence on petroleum and has renewed national and state interest on energy policy.

### Energy Sources

Electricity is produced in several different ways. Natural gas is used to produce electricity as well as to heat homes and water. Petroleum (oil) consumption in California is used primarily for transportation purposes. Various types of renewable energy production are in use and are being further developed to meet more of the state's energy demand. This section describes current energy consumption patterns in the SCAG region and the state.

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<sup>1</sup> California Energy Commission, Summer 2005 Supply-Demand Update, Joint Agency Meeting, March 23, 2005, [http://www.energy.ca.gov/energy\\_action\\_plan/meetings/2005-03-23\\_meeting/2005-03-23\\_ASHUCKIAN.PDF](http://www.energy.ca.gov/energy_action_plan/meetings/2005-03-23_meeting/2005-03-23_ASHUCKIAN.PDF) accessed June 13, 2005.

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### Electricity

Natural gas is used to supply the largest percentage of electricity in California. Combined with natural gas, the energy sources of coal, large hydrologic systems, and nuclear power provide 90% of the energy to make electricity in the state. Only 10% of electricity in the state comes from renewable energy sources such as geothermal, biomass, small hydrologic projects, wind, and solar sources. Power generation by type can be seen in Table 1, below:

Table 1: California Gross System Power for 2004 (In Gigawatt-Hours)					
Fuel Type	In-State	Northwest Imports	Southwest Imports	Gross System Power (GSP)	GSP Percentage
Natural Gas	104,858	1,926	8,400	115,184	41.90%
Coal	28,589	5,154	20,760	54,503	19.80%
Large Hydro	29,667	9,560	1,445	40,672	14.80%
Nuclear	30,241	786	4,467	35,494	12.90%
Renewables	29,238	-0-	-0-	29,238	10.60%
Geothermal	13,571			13,571	4.90%
Biomass	5,997			5,997	2.20%
Small Hydro	4,669			4,669	1.70%
Wind	4,258			4,258	1.50%
Solar	743			743	0.30%
<b>TOTAL</b>	<b>251,831</b>	<b>17,426</b>	<b>35,072</b>	<b>304,329</b>	<b>100.00%</b>
Source: California Energy Commission. 2004 Net System Power Calculation Report, Energy Commission Publication # CEC-300-2005-004. Accessed September 7, 2005, from <a href="http://www.energy.ca.gov/electricity/gross_system_power.html">http://www.energy.ca.gov/electricity/gross_system_power.html</a>					

The Southern California Edison Company delivers 69% of the retail electricity sales to residents and businesses in the SCAG region. The Los Angeles Department of Water and Power delivers 20% of the region's electricity, and a number of small municipal utilities deliver the remaining 11% of the electricity.<sup>2</sup>

Different sectors of the economy use different amounts of electricity. Based on 2001 demand, the commercial sector uses the most electricity in California (35%), followed by the residential (30%) and then the industrial sector (19%). Agricultural, mining, and other users account for 16% of the electricity consumed in the state.<sup>3</sup>

The SCAG region consumed 46% of the electricity in the state in 2001. The percentage of consumption by individual sectors follows the same pattern as the state. Commercial, residential, and industrial users consume 87% of the electricity in the region, with the remaining 13% consumed by agricultural, mining, or other uses.<sup>4</sup> The following pie chart shows the distribution of electricity consumption, by sector, for the SCAG region in 2001.

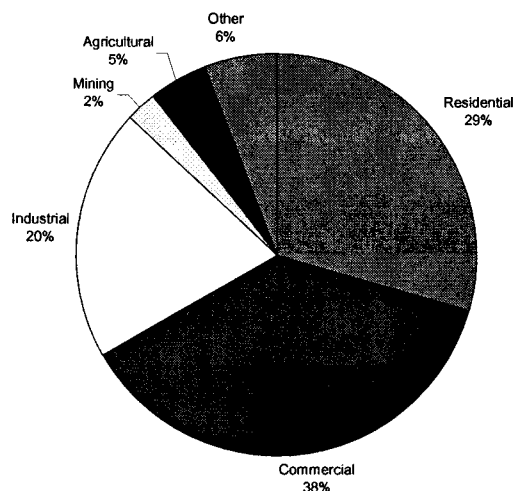
<sup>2</sup> Source: *California 2001 Electric Utility Retail Deliveries*. [http://www.energy.ca.gov/electricity/utility\\_electric\\_sales\\_2001.xls](http://www.energy.ca.gov/electricity/utility_electric_sales_2001.xls) accessed September 6, 2005.

<sup>3</sup> Source: California Energy Commission. (August 2003). *California Energy Demand 2003-2013 Forecast*. [Please note: The 2006-2016 Demand Forecast is still in draft format. These figures will be updated as new information becomes available.]

<sup>4</sup> Source: California Energy Commission. (August 2003). *California Energy Demand 2003-2013 Forecast*. [Please note: The 2006-2016 Demand Forecast is still in draft format. These figures will be updated as new information becomes available.]

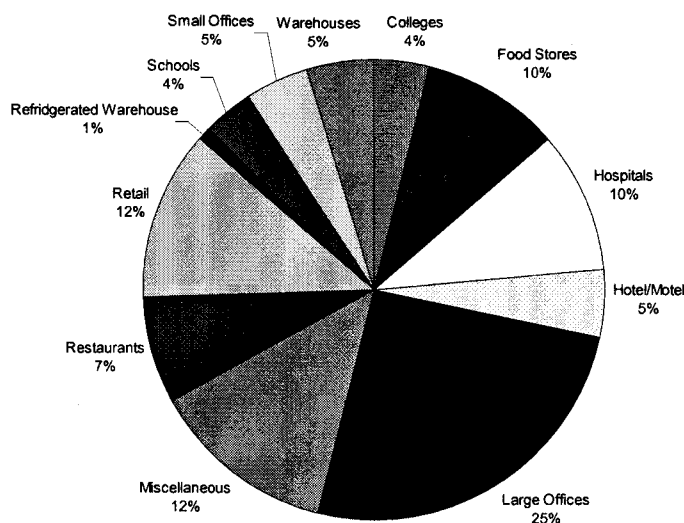
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**Percentage of Electricity Consumption by Sector, SCAG Region, 2001**



Large offices consume 25% of the electricity used in the commercial sector. Other commercial uses that account for at least 10% of the electricity used include retail, miscellaneous uses, food stores, and hospitals. Colleges and schools combined account for 8% of the commercial electricity use. Warehouses, including refrigerated warehouses, account for 5% of the electricity used. The pie chart below depicts the percentage of commercial energy used by different types of commercial establishments.

**Percentage of Commercial Electricity Consumption by End Use, SCAG Region, 2001**



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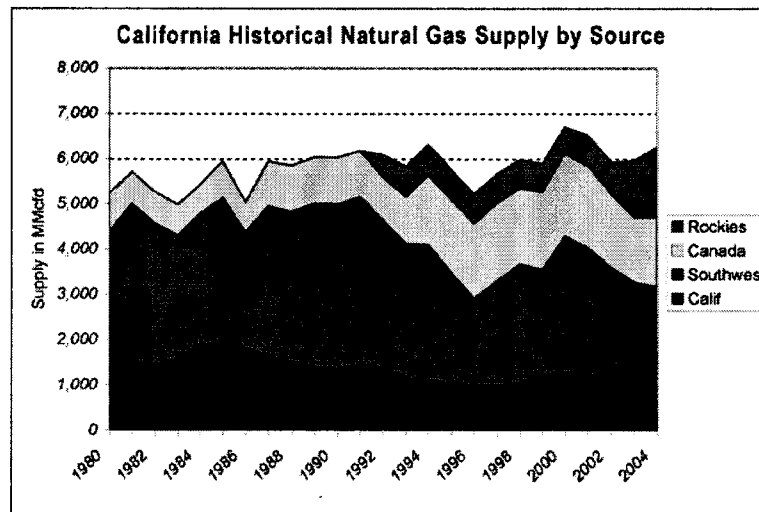
### Natural Gas

Natural gas supply and demand data are compiled by the state's natural gas utilities in the annual California Gas Report. The SCAG region is served primarily by the investor-owned Southern California Gas Company, a unit of Sempra Energy. A small portion of the region is served by a municipal gas utility, Long Beach Energy (part of the City of Long Beach).

Californians consumed almost 6 billion cubic feet per day of natural gas in 2002. California produced only 16% of this daily amount, leaving the state to rely on other sources to meet the large majority of the state's needs. Imports came from the Southwestern United States (44%), Canada (28%), and the Rocky Mountain region of the United States (12%). Since 1994, California began to rely on natural gas from Canada and the Rocky Mountains region and has seen both the physical amount and the percentage produced within California as well as imported from the Southwest decrease. Natural gas consumption within the state has increased 13% from 1980 to 2002.

### **California Natural Gas Supply By Source**

(In MMcfd - Millions of Cubic Feet / Day)



**Notes:** California is net California on and offshore production.

**Southwest** is natural gas delivered to California by El Paso Natural Gas Company, Mojave Pipeline Company, Transwestern Pipeline Company, and Southern Trails Pipeline Company.

**Canada** is natural gas delivered to California by Pacific Gas Transmission Company.

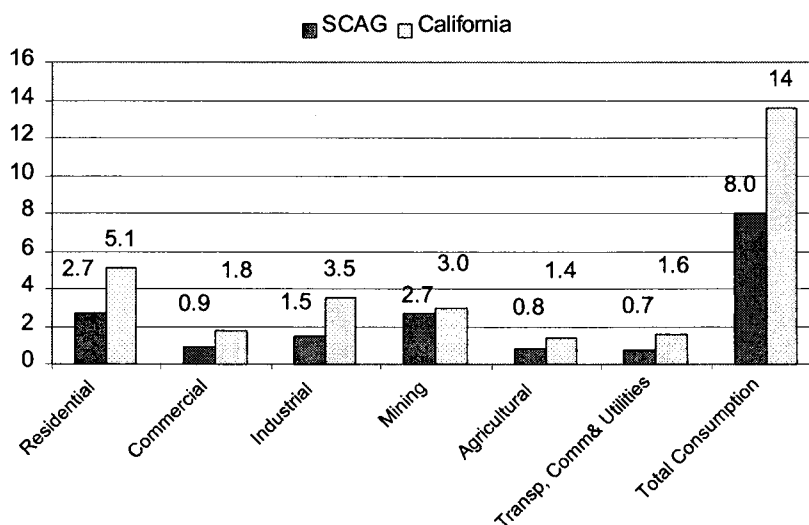
**Rockies** is natural gas delivered to California by Kern River Transportation System.

Source: California Gas Reports, FERC Form 2, QFER Form 6a and 10a, California Department of Conservation Division of Oil and Gas - Annual Report of the State Oil and Gas Supervisor Accessed September 6, 2005, from [http://www.energy.ca.gov/naturalgas/statistics/gas\\_supply\\_by\\_source.html](http://www.energy.ca.gov/naturalgas/statistics/gas_supply_by_source.html)

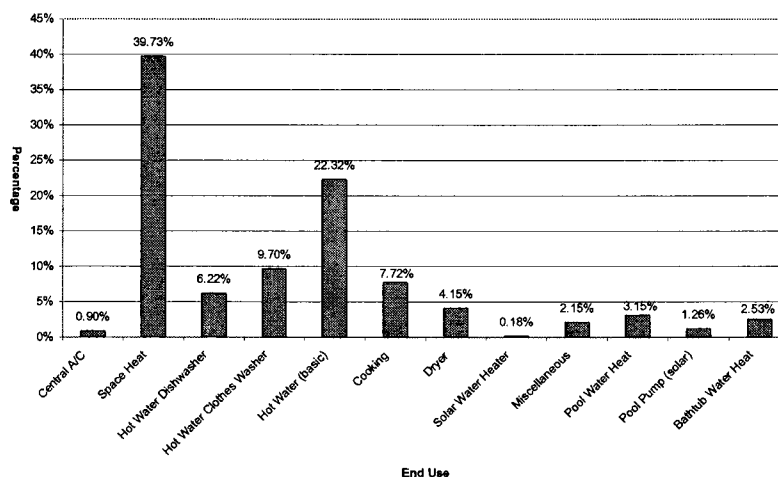
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The most recent data (as shown in the below chart) show that the residential sector uses the largest amount of natural gas, both across the state and in the SCAG region. In 2001 and 1990, the mining sector was second in the amount of natural gas consumed in the SCAG region. Statewide, the industrial sector was second in the amount of natural gas consumed. The commercial sector falls behind residential, mining, and industrial uses in natural gas consumption. Agricultural and transportation, communications, and utilities sector industries are the other sectors using natural gas. These two sectors individually account for only 1% of the natural gas use.<sup>5</sup>

**Natural Gas Consumption by Sector (2001)**  
(In Billions of Therms)



**Residential Natural Gas Consumption by End Use, SCAG Region, 2001**



<sup>5</sup> Source: Southern California Gas Company. *Southern California Gas Report 2004*. [Please note: In a letter from Public Utilities Commission dated September 1, 2005, filing of the 2005 Update has been extended to September 15, 2005. This information will be revised at that time.]



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The natural gas used in the residential sector primarily is used to heat houses or water. The two uses that consume the largest percentage of natural gas are space heat and hot water. Natural gas is also used to heat the water for washing machines, dishwashers, and swimming pools. Natural gas used for cooking purposes ranks fourth in terms of residential uses for natural gas.

#### Alternative Energy Sources

Electricity supply reliability depends, in part, on the diversity of energy sources. In 1978, congress passed the Public Utilities Regulatory Policies Act (PURPA). The act defines facilities that use alternative or renewable energy sources as “qualifying facilities.” It provides financial incentives for their installation and requires utilities to sign long-term power purchase contracts with qualifying facilities. The CPUC has adopted contract incentives to assist qualifying facilities.

Qualifying facilities built in the SCAG region include wind and solar installations in Riverside and San Bernardino Counties and a number of cogeneration units around the region. Original provisions of PURPA encouraged the construction of biomass-to-energy facilities, which use materials such as agricultural and wood waste as fuel for energy production. However, changes to the law sharply reduced the number of biomass-to-energy facilities in the state and the amount of power provided.

Cogeneration provides the most megawatts of energy from qualifying facilities for Southern California Edison with over 2,000 megawatts under contract. Wind is the second largest source for energy from qualifying facilities with over 1,100 megawatts. Southern California Edison’s energy from qualifying facilities is presented below.

Southern California Edison Energy from Qualifying Facilities	
Technology	MegaWatts Under Contract
Cogeneration	2,260
Wind	1,113
Geothermal	946
Solar	379
Biomass	309
Small Hydro	95
Total	5,102
Source: Southern California Edison Company. (30 July 2004). <i>QF Resources: Qualifying Facilities Semi-Annual Status Report to the California Public Utilities Commission.</i>	

#### Cogeneration / Combined Heat and Power

Smokestacks are synonymous with fossil fuel burning energy plants. Cogeneration captures a portion of the heat energy lost through the smokestack to create power. Cogeneration means that the useful thermal energy produced as a by-product is captured at the same time electrical power is produced. This practice can increase the efficiency of

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energy production from approximately 33% to over 70%, with clear environmental benefits.<sup>6</sup>

There are several national and regional partnerships that promote cogeneration. The U.S. Environmental Protection Agency's (EPA) Combined Heat and Power (CHP) Partnership is "a voluntary program that seeks to reduce the environmental impact of power generation by fostering the use of cogeneration."<sup>7</sup> This partnership is designed to foster cost-effective cogeneration projects throughout the country.

In California and the western United States, there is the Pacific Southwest Combined Heat and Power Initiative. The mission of this initiative is to "coordinate a public/private interaction whose objective is to increase the development and use of cost-effective and environmentally preferred combined cooling, heating and power technologies throughout the Pacific Southwest region, including California, Arizona, Nevada, Hawaii."<sup>8</sup> The Initiative works to outreach to the general public and legislative bodies, to increase installed cogeneration capacity in the southwestern United States, to remove utility barriers to cogeneration, to develop state-level policies and regulations that give incentives and preferred treatment for cogeneration systems, technology and cogeneration "packaged-system" development, and to establish interstate collaboration.

There also is the Pacific Region Application Center that assists firms "to locate, design and implement economically viable distributed energy projects that make appropriate use of their recoverable waste heat."<sup>9</sup> These national and regional initiatives all promote increasing the efficiency of existing power plants and capturing more of the energy being produced at power plants.

### Wind

Wind energy in the SCAG region is produced in the San Geronimo Pass near Palm Springs in Riverside County. Other major areas for wind energy facilities in the state are located in the Altamont Pass east of San Francisco and in Tehachapi near Bakersfield.

### Geothermal

Southern California Edison has 946 megawatts of geothermal energy under contract. Geothermal energy comes from underground reservoirs of steam, hot water, and hot dry rocks. Hot water or steam extracted from geothermal reservoirs in the Earth's crust is supplied to steam turbines at electric utilities that drive generators to produce electricity.<sup>10</sup> The California Energy Commission's Geothermal Program was created by

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<sup>6</sup> Southern California Association of Governments (SCAG). (June 2002). Regional Comprehensive Plan and Guide Energy Chapter Update 2002. Los Angeles: SCAG.

<sup>7</sup> U.S. Environmental Protection Agency. (26 Oct. 2004). Combined Heat and Power Partnership. Accessed November 17, 2004, from <http://www.epa.gov/chp/index.htm>.

<sup>8</sup> Pacific Southwest Combined Heat and Power Initiative. (n.d.) The Pacific Southwest CHP Initiative. Accessed November 17, 2004, from <http://www.pswchpi.org/index2.aspx>.

<sup>9</sup> Pacific Region Application Center. (n.d.). Mission Statement. Accessed November 17, 2004, from <http://www.chpcenterpr.org/Mission/Index.aspx>.

<sup>10</sup> U.S. Department of Energy. (6 January 2004). Geothermal Energy. Accessed November 17, 2004, from <http://www.eia.doe.gov/cneaf/solar.renewables/page/geothermal/geothermal.html>.

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Assembly Bill 1905 (Bosco) and has been in operation since 1981.<sup>11</sup> The program promotes geothermal research and development of geothermal energy production in California.

### Solar

Southern California Edison has 379 megawatts of solar energy under contract. The California Energy Commission has had a Solar Energy and Distributed Generation Grant Program to incentivize the installation of solar energy systems in private residences. The program currently does not have funding in the State budget. While solar energy have start up costs to install, they are a source of readily available, clean, and renewable energy for southern California that will more than pay for themselves over a period of years.

### Biomass / Biofuels

As discussed under qualifying facilities, biofuels and biomass are alternative energy sources that can be developed to reduce the dependence on energy from fossil fuels. The U.S. Department of Energy's Biomass Program lauds biomass and biofuels because biomass use "strengthens rural economies, decreases America's dependence on imported oil, avoids use of MTBE or other highly toxic fuel additives, reduces air and water pollution, and reduces greenhouse gas emissions."<sup>12</sup> Nationwide in 2003, biomass was the leading source of renewable energy, accounting for 47% of the renewable energy produced in the United States and 4% of the total energy produced within the States.<sup>13</sup> There are 26 biomass-to-energy plants operating in California, with a total generating capacity of 550 MW.<sup>14</sup> Southern California Edison has 309 MW of biomass under contract within the SCAG region.

### Small Hydroelectric

Small hydroelectric facilities provide 95 megawatts of energy to Southern California Edison under their qualifying facilities contract. Large hydroelectric facilities provide a major source of power in California. These large facilities are operated by the federal government's Bureau of Reclamation and the state government's Department of Water Resources and are located on dams in the state.<sup>15</sup> Power utilities such as Southern California Edison operate the smaller hydroelectric facilities in the state.

### Conversion Technologies

The concept of conversion technologies is to take waste that would otherwise be discarded into landfills and use them in a productive way to create energy and allow for the conservation of other resources. Besides incineration, other types of conversion technologies include:

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<sup>11</sup> California Energy Commission. (9 September 2004). Energy Commission Geothermal Program. Accessed November 19, 2004, from <http://www.energy.ca.gov/geothermal/>.

<sup>12</sup> U.S. Department of Energy. (27 Oct. 2004). Biomass Program. Accessed November 16, 2004, from <http://www.eere.energy.gov/biomass/>.

<sup>13</sup> U.S. Department of Energy. (3 Nov. 2004). Biomass Today. Accessed November 16, 2004, from [http://www.eere.energy.gov/biomass/biomass\\_today.html](http://www.eere.energy.gov/biomass/biomass_today.html).

<sup>14</sup> California Integrated Waste Management Board. (4 Feb. 2004). Biomass to Energy. Accessed December 9, 2004, from <http://www.ciwmb.ca.gov/Organics/Conversion/BioEnergy/>.

<sup>15</sup> California Energy Commission. (22 May 2001). Hydroelectric Power in California. Accessed November 19, 2004, from <http://www.energy.ca.gov/electricity/hydro.html>.

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- Anaerobic Digestion: Anaerobic digestion is a biological process that produces a gas from organic wastes such as livestock manure, food processing waste, etc.
- Landfill Gas: Landfill gas power plants collect the gasses emitted by landfills and turn them into productive uses.
- Municipal Solid Waste: Municipal solid waste “can be directly combusted in mass burn facilities as a fuel with minimal processing. It can undergo moderate to extensive processing before being directly combusted as refuse-derived fuel.”<sup>16</sup>
- Pyrolysis: Pyrolysis involves the oxygen free decomposition of landfill destined waste using heat or thermal gasification.
- Waste Tire: Waste tire-to-energy facilities produce gypsum for agricultural use to make wallboard, fly ash (33% zinc) for animal feed and use as pigment, and bottom ash (70% iron oxide) to make cement, foundry, and road base.<sup>17</sup>

## Distributed Generation

A closely related approach to energy reliability is distributed generation (DG), also referred to as distributed energy resources (DER), or self-generation. The California Energy Commission defines distributed generation as “...*electric generation connected to the distribution level of the transmission and distribution grid usually located at or near the intended place of use.*”<sup>18</sup> Distributed generation can cost-effectively displace or delay the need for new electricity infrastructure.

One aspect of distributed generation is "Self Generation. Self generation refers to systems owned by the customer and installed on their side of the meter to supply power on site. One example of self generation is the placement of solar panels on a structure to reduce energy costs.

Distributed generation contributes to energy reliability and energy security. Power users who can generate their own power are less dependent on the central grid, and can reduce peak load at times of high demand. Distributed generation users thus are less vulnerable individually to system-wide outages. Furthermore, distributed energy resources reduce the importance of large, central power generating stations that can be a single point of failure.

Depending on the type of technology, distributed energy resources may provide local and regional environmental benefits. This is particularly true of photovoltaic (solar) installations, wind turbines, and fuel cells. Biomass-to-energy facilities also can result in the reduction of environmental impacts relative to other means of organic waste transportation and disposal. Even though microturbines are often fossil-fuel-fired, the

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<sup>16</sup> California Energy Commission. (24 June 2002). Municipal Solid Waste Power Plants. Accessed November 16, 2004, from <http://www.energy.ca.gov/development/biomass/msw.html>.

<sup>17</sup> California Energy Commission. (24 June 2002). Waste Tire to Energy. Accessed November 16, 2004, from [http://www.energy.ca.gov/development/biomass/waste\\_tire.html](http://www.energy.ca.gov/development/biomass/waste_tire.html).

<sup>18</sup> California Energy Commission, Distributed Generation Strategic Plan, June 2002

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latest systems are very low emitting. Several have been placed around the SCAG region in biomass applications (using landfill gas) in projects funded by the SCAQMD.

Distributed generation installations also can provide opportunities to improve resource efficiency through waste heat recovery in the process, described earlier in this chapter, of cogeneration or combined heat and power (CHP). While cogeneration need not necessarily be applied in conjunction with distributed generation, it is integral to the design of systems referred to as micro- or mini-grids or power parks: a local cluster of power generators and users (residential, industrial, or otherwise) with a single connection to the main power grid.

A small portion of the SCAG region's electrical power is currently provided by distributed energy resources. According to the CEC's Distributed Generation Strategic Plan, there are over 500 installations totaling 766 MW of operational distributed generation in Southern California Edison's territory, with another 215 MW proposed.<sup>19</sup> The LADWP 2000 Integrated Resource Plan has a goal of meeting 50% of load growth through distributed generation, demand side management and renewable resources.<sup>20</sup>

The limited use of distributed generation in the SCAG region reflects a number of barriers that have slowed adoption. According to the National Renewable Energy Laboratory, barriers include the following:

- Relatively small projects may face high fees, long approval processes, or burdensome insurance requirements. An example is high backup or standby charges, which a utility collects to cover the cost of providing power when the DG system is not operating. Another is an exit fee, which is levied on customers leaving the grid to compensate the utilities for the stranded cost of generating facilities.
- There is no national consensus on standard interconnection practices, so each project must go through a unique process, pay different charges, and meet different technical and safety standards. This may partly reflect utilities' lack of experience with DG projects, but could also stem from an understandable reluctance to lose part of their customer base.
- Local codes, standards, and environmental regulations that are not structured to recognize the attributes of distributed power<sup>21</sup>

Since many distributed generation technologies, such as wind and solar, take advantage of essentially free energy sources, the main installation barrier is the capital cost of equipment. A number of state programs have been established to facilitate the installation of distributed and self generation, including Governor Schwarzenegger proposal for a "million solar roofs" program designed to provide 3,000 megawatts of energy by 2018.<sup>22</sup>

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<sup>19</sup> California Energy Commission, Distributed Generation Strategic Plan, June 2002

<sup>20</sup> Los Angeles Department of Water and Power, 2000 Integrated Resource Plan

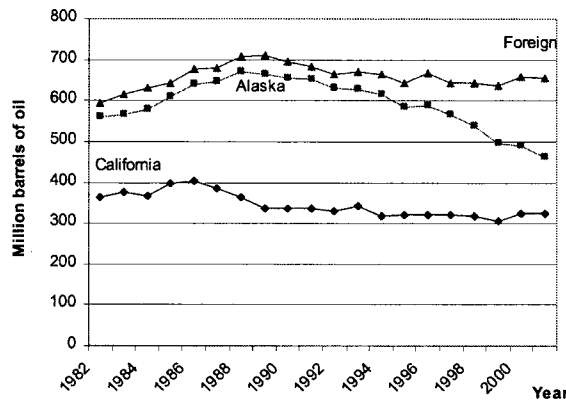
<sup>21</sup> Source: U.S. Dept. of Energy, Energy Efficiency and Renewable Energy.  
[http://www.eere.energy.gov/de/overcoming\\_obstacles.html](http://www.eere.energy.gov/de/overcoming_obstacles.html) accessed June 14, 2005

<sup>22</sup> California Senate Bill SB1 (2005 Session) as amended, accessed June 14, 2005.

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### Petroleum

California as a state ranks 4th in oil reserves and oil production. California also ranks 1st in gasoline consumption and 2nd in distillate fuel and jet fuel consumption.<sup>23</sup> California relies on oil produced within the state, Alaska, and foreign nations to supply its refineries and produce the petroleum that is used in automobiles and for other purposes. The percentage of oil that is imported from foreign nations has increased dramatically in the past twenty years. California produces 655 million barrels of oil each year in its 21 refineries. The sources of this oil are primarily domestic, with 49 percent being from California, 21 percent from Alaska and 29 percent from foreign sources.<sup>24</sup>



Oil supply sources to California refineries. (Source: California Energy Commission. 2002b)

### Travel Fuel Consumption

The California Department of Transportation reports that vehicles in the SCAG region consumed over 21.5 million gallons of fuel per day in 2000, accounting for 47% of the fuel consumed in the state. The 414.5 million vehicle miles traveled daily in 2000 represented 47% of all vehicle miles traveled in the state.

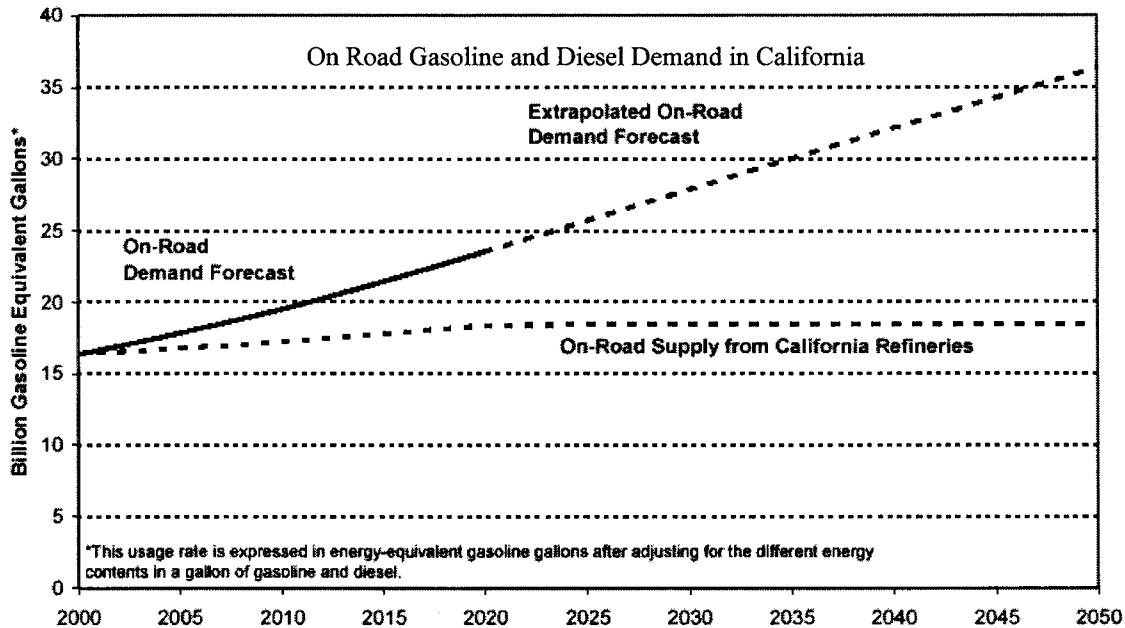
Vehicle Fuel Consumption (VFC) and Vehicle Miles Traveled (VMT), 2000		
County/Region	VFC (Gallons/Day)	VMT/Day
Imperial	274,466	4,692,770
Los Angeles	11,579,222	224,343,633
Orange	3,735,060	73,383,463
Riverside	2,241,512	42,984,468
San Bernardino	2,773,932	50,377,970
Ventura	933,197	18,687,142
SCAG Region	21,537,389	414,469,447
California	46,121,370	880,468,493
Source: California Department of Transportation, Division of Transportation System Information. (November 2003). <i>California Motor Vehicle Stock, Travel and Fuel Forecast.</i>		

<sup>23</sup> United States Department of Energy, Petroleum Profile, California; March 2005. <http://tonto.eia.doe.gov/oog/info/state/ca.html>

<sup>24</sup> California Department of Transportation: Fueling the Future, Transportation Energy in California (2003)

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However, California's refining capacity has not been able to keep up with the demand for transportation fuels.<sup>25</sup> Because of that, the gasoline market is increasingly unstable as refinery accidents or scheduled maintenance create shortages and price fluctuations. The below figure indicates the demand forecast to 2050.<sup>26</sup>



The California Energy Commission and the California Air Resources Board are directed by law (2000 AB 2075) to develop and adopt recommendations for reducing dependence on petroleum. A performance based goal is to reduce petroleum demand to 15% below 2003 demand. The options include:<sup>27</sup>

- Near-Term Options (could be fully implemented by 2010)
  - Use more fuel efficient replacement tires with proper inflation
  - Improve fuel economy in government fleets
  - Improve private vehicle maintenance
- Mid-Term Options (could be fully implemented in the 2010-2020 time frame)
  - Double fuel efficiency of current model light duty vehicles to 40 miles/gallon
  - Use natural gas-derived Fischer-Tropsch fuel as a 33% blending agent in diesel
- Long-Term Options
  - Introduce fuel cell light duty vehicles in 2012, increasing to 10% of new vehicle sales by 2020, and 20% by 2030.

<sup>25</sup> California Energy Commission/California Air Resources Board: Reducing California's Petroleum Dependence, August 2003, P600-03-005F

<sup>26</sup> California Energy Commission (CEC)/California Air Resources Board: Reducing California's Petroleum Dependence, August 2003, P600-03-005F

<sup>27</sup> CEC/California Air Resources Board: Reducing California's Petroleum Dependence, August 2003, P600-03-005F

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Recommendations include:<sup>28</sup>

1. The Governor and Legislature should adopt the recommended statewide goal of reducing demand for on-road gasoline and diesel to 15% below the 2003 demand level by 2020 and maintaining that level for the foreseeable future.
2. The Governor and Legislature should work with the California delegation and other states to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks and SUVs.
3. The Governor and Legislature should establish a goal to increase the use of non-petroleum fuels to 20% of on-road fuel consumption by 2020 and 30% by 2030.

## **Building Energy Efficiency**

Interest in “green buildings” has been growing for some time, as the impacts of buildings on the environment have come into clearer focus and a broader concern has developed regarding environmental sustainability. “Green building” standards go well beyond energy efficiency, involving usage of renewable resources and reduced waste generation and water usage, among other things. Such standards can reduce local environmental impacts, regional air pollutant emissions, and even global greenhouse gas emissions. A 2003 study conducted for the California Sustainable Building Task Force found that the 20-year value of energy savings in green buildings was more than three times the value of emissions, water, and waste savings combined.<sup>29</sup>

The following sections summarize several important building energy efficiency standards and programs. The study mentioned in the previous paragraph contains a more comprehensive discussion of building energy efficiency programs at the international, national, and state levels.

### Leadership in Energy and Environmental Design (LEED)

During the 1990’s, the non-profit U.S. Green Building Council developed the LEED Green Building Rating System for commercial buildings. The system awards points for various design features of a building, resulting in a rating ranging from Certified at the low end, through Silver and Gold to Platinum at the high end. The points are awarded for six categories, such as Energy and Atmosphere, Water Efficiency, and Indoor Environmental Quality. The Energy criteria include the following prerequisites:

- A requirement for building commissioning (a process to verify that fundamental building systems are installed and operating as intended); and
- A minimum level of energy efficiency for the building and its systems, based on the more stringent of the local energy code or American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE)<sup>30</sup> Standard 90.1-1999. (In California, the state building energy efficiency standards are more stringent.)

<sup>28</sup> CEC/California Air Resources Board: Reducing California's Petroleum Dependence, August 2003, P600-03-005F

<sup>29</sup> G. Kats, et al., *The Costs and Financial Benefits of Green Buildings: A Report to California's Sustainable Building Task Force* (October 2003) p. ix, Table ES-1 <<http://www.usgbc.org/Docs/News477.pdf>>. Accessed April 2004.

<sup>30</sup> American Society of Heating, Refrigerating, and Air-Conditioning Engineers, <<http://www.ashrae.org/>>.



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Project applicants can go on to rate additional LEED points by taking the following steps:

- Reducing design energy cost beyond the minimum;
- Supplying a portion of building energy from on-site renewable sources;
- Conducting additional commissioning;
- Measuring and verifying continuing system performance through installation of specific meters; and
- Supplying half of the building's energy from renewable sources via contract.<sup>31</sup>

The LEED rating system has become one of the most popular and influential in the country, in part due to the participatory and professional nature of the Green Building Council.<sup>32</sup> In April 2004, the program marked its fourth year and 100<sup>th</sup> certified building.<sup>33</sup> According to the LEED web site, there are 14 LEED certified buildings in California.<sup>34</sup>

The table below lists several LEED certified and registered projects in the SCAG region. Registered projects are those intending to seek LEED certification.

<b>LEED Projects in the SCAG Region</b>				
<b>Organization</b>	<b>Building</b>	<b>City</b>	<b>Year</b>	<b>Status</b>
Southern California Gas Company	Energy Resource Center	Downey	1995	Version 1 Certified
Ford Motor Company	Premier Automotive Group North American Headquarters	Irvine	2001	Version 2 Certified
Pomona College	Biology Building	Claremont	2002	Registered
Audubon Society	Audubon Center at Debs Park	East Los Angeles	2003	Version 2 Platinum
City of Los Angeles	Lake View Terrace Library	Los Angeles	2003	Registered
City of Santa Monica	Santa Monica Main Library	Santa Monica	2003	Registered
Inland Empire Utilities Agency	Inland Empire Utilities Agency Headquarters	Chino	2003	Version 2 Platinum
Natural Resources Defense Council	Santa Monica Office	Santa Monica	2003	Registered (on target for Platinum)
Riverside Public Utilities	Casa Blanca Energy Demonstration & Customer Service Center	Riverside	2003	Registered (on target for Silver)
Toyota Motor Sales	South Campus Office Development	Torrance	2003	Version 2 Gold
Loisos + Ubbelohde	Art Center College of Design South Campus	Pasadena	2003	Registered
City of Los Angeles	Boyle Heights Youth Technology	Los Angeles	2003	Registered

<sup>31</sup> All energy prerequisites and credits (additional steps) from *LEED Green Building Rating System For New Construction & Major Renovations*, version 2.1 (LEED-NC, November 2002, ) 21-32

<sup>32</sup> G. Kats et al. Op cit., p. 5.

<sup>33</sup> U.S. Green Building Council press release 2004 April 14. USGBC Announces 100th LEED® Certified Project. <[http://www.usgbc.org/News/pressreleases\\_details.asp?ID=739](http://www.usgbc.org/News/pressreleases_details.asp?ID=739)>. Accessed April 2004.

<sup>34</sup> See [https://www.usgbc.org/LEED/Project/project\\_list.asp](https://www.usgbc.org/LEED/Project/project_list.asp), accessed July 2005.

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	& Recreation Center			
March Air Reserve Base	C-17 Alter Squadron Operations Facility and Life Support Facility	Riverside	2003	Registered
Newmatic Engineering, Inc.	Newmatic Engineering Inc.	Irvine	2004	Registered
Orange County Integrated Waste Management Department	Bowerman Landfill Operations Building Addition	Irvine	2004	Registered
RAND	RAND Corporate Headquarters	Santa Monica	2004	Registered (on target for Silver)
State of California Department of Transportation	Caltrans District 7 Building Headquarters	Los Angeles	2004	Registered
Santa Monica	Public Safety Building	Santa Monica	2004	Version 2 Silver
The Gas Company	Murrieta Operating Base	Murrieta	2004	Version 2 Certified
Warner Bros. Entertainment Inc.	Warner Bros. Entertainment Inc., Bldg. 151	Burbank	2004	Version 1 Silver
South Park RPO, LLC	11 <sup>th</sup> and Grand	Los Angeles	2004	Registered
Tricom	Yorkshire Development	Pasadena	2004	Version 2 Silver
British Petroleum	British Petroleum Carson Business Unit	Carson	2004	Registered
City of Burbank	Burbank Development and Community Services Building	Burbank	2004	Registered
City of Calabasas	City Hall	Calabasas	2004	Registered
City of Glendale	Glendale Water and Power Administration Building	Glendale	2004	Registered
Fullerton Arboretum Center	Fullerton Arboretum Interpretive Center	Fullerton	2005	Registered
Sempra Energy	Yukon Base Facility	Hawthorne	2005	Version 2 Silver
Community Corporation of Santa Monica	Colorado Court	Santa Monica	2005	Version 2 Gold
J. Paul Getty Trust	The Getty Center	Los Angeles	2005	Version 2 Certified
LPA, Inc.	LPA Irvine Headquarters	Irvine	2005	Version 1 Certified
MMA Properties	45 Eureka Street	Pasadena	2005	Registered
Aquarium of the Pacific	Aquarium of the Pacific - Classroom & Watersheds Exhibit	Long Beach	2005	Registered
U.S. Navy	Navy's Energy % Sustainable Demonstration Facility	Port Hueneme	2005	Version 2 Gold

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As of April 2004, the LEED list of registered projects included 204 building projects statewide.<sup>35</sup> Nationally, three percent of all new construction projects have registered intent to seek LEED certification.<sup>36</sup>

It is possible to reach LEED levels without doing more than just minimally complying with the Building Energy Efficiency Standards. However, projects can earn two additional LEED points by reducing energy usage 20% more than required by the Building Energy Efficiency Standards.

### Energy Star Homes

*Energy Star* is a “a government-backed program helping businesses and individuals protect the environment through superior energy efficiency.”<sup>37</sup> The Energy Star Homes program results in energy-efficient residential construction through such measures as high-performance windows, tested and field-verified duct sealing, and properly sized and installed air conditioning, as well as higher-efficiency heating, air conditioning and water heating equipment.

California homes built to qualify for the Energy Star Homes program are 15% more efficient than the state Building Energy Efficiency Standards. Energy Star also operates programs that promote energy-efficient appliances. California’s investor-owned utilities offer financial assistance and marketing assistance to builders who build to California Energy Star Homes Program requirements, and also provide rebates on many types of Energy Star appliances.

### California Building Energy Efficiency Standards

As mentioned above, California established statewide building energy efficiency standards following legislative action. The legislation required the standards to:

- be cost-effective,
- be based on the building life cycle, and to
- include both prescriptive and performance-based approaches.<sup>38</sup>

It is estimated that the standards will have saved Californians \$79 billion by 2013 (total of electricity and natural gas savings, including savings from appliance standards).<sup>39</sup>

The standards have been periodically updated as technology and design have evolved. Generally, the standards are updated every three years. As a result of AB 970, passed in the fall of 2000 in response to the state’s electricity crisis, an emergency update of the Standards went into effect in June 2001. The Commission then initiated an immediate

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<sup>35</sup> See [https://www.usgbc.org/LEED/Project/project\\_list\\_registered.asp](https://www.usgbc.org/LEED/Project/project_list_registered.asp), accessed April 2004.

<sup>36</sup> U.S. Green Building Council, et al. Making the Business Case for High Performance Green Buildings, [https://www.usgbc.org/Docs/Member\\_Resource\\_Docs/makingthebusinesscase.pdf](https://www.usgbc.org/Docs/Member_Resource_Docs/makingthebusinesscase.pdf), accessed April 2004.

<sup>37</sup> See <http://www.energystar.gov/>.

<sup>38</sup> California Energy Commission. Initial Study/Proposed Negative Declaration for the 2005 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Staff Report, September 2003, P400-03-018, p. 7.

<sup>39</sup> California Energy Commission. 2003 Integrated Energy Policy Report, P100-03-019. Sacramento, California: California Energy Commission, December 2003, p. 10. <http://www.energy.ca.gov/reports/100-03-019F.PDF> [Please note: The Energy Commission has begun work on the 2005 Integrated Energy Policy Report. It will be submitted to the Governor and Legislature by November 1, 2005. Information will be updated as necessary.]

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follow-on proceeding to consider and adopt updated Standards that could not be completed during the emergency proceeding. The 2005 Building Energy Efficiency Standards were adopted in November 2003, took effect in October 2005.

Title 24 of the California Code of Regulations comprises the state Building Standards Code. Part 6 of Title 24 is the California Energy Code, which includes the building energy efficiency standards. The standards<sup>40</sup> include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air conditioning systems
- Heat pumps
- Water chillers
- Gas- and oil-fired boilers
- Cooling equipment
- Water heaters and equipment
- Pool and spa heaters and equipment
- Gas-fired equipment including furnaces and stoves/ovens
- Windows and exterior doors
- Joints and other building structure openings (“envelope”)
- Insulation and cool roofs
- Lighting control devices.

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, and indoor and outdoor lighting systems and equipment in non-residential, high-rise residential, and hotel or motel buildings.

Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping.

In addition to the mandatory requirements, the Standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. (Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings.) In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.<sup>41</sup>

The performance approach provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined by the use of a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building’s location in the state’s 16 climate zones.

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<sup>40</sup> California Energy Commission, 2005 Building Energy Efficiency Standards, Commission Proposed Standards, P400-03-001ET15, October 2003.

<sup>41</sup> California Energy Commission, 2005 Building Energy Efficiency Standards, Commission Proposed Standards, P400-03-001ET15, October 2003, Section 100(f).

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The 2005 standards that became effective statewide in October 2005, include the following major changes:

- Updated energy budgets that recognize the time dependence of energy usage by season and time of day.
- Incorporation of new federal appliance standards and other advances in technology emerging from the state's Public Interest Energy Research program.
- Incorporation of new state standards for outdoor lighting and for indoor and outdoor signs.
- Changes to improve the quality of construction and verification of reliable energy savings.

#### Community Energy Efficiency Program

In 1999, the Building Industry Institute (BII), the training and education arm of the California Building Industry Association, worked with an industry and government advisory group to develop the Community Energy Efficiency Program for local governments. The concept is for local governments to offer a range of incentives to motivate builders to improve the energy efficiency of new home construction in their community by 15% compared to Title 24.

Forty-five SCAG member cities and an additional seven non-member cities are currently participants in this program. There are over seventy participants statewide. Incentives offered by participating jurisdictions include expedited review of building plans, permit fee reduction, and public recognition of the builder for their efforts.<sup>42</sup> The hallmark of the program is third-party field verification of the quality of installation of the energy efficiency measures. By providing third-party field verification, the program is particularly helpful to local governments, who can be assured that the energy efficiency measures are installed properly without intensive site inspections by local building department staffs.

#### Collaborative for High Performance Schools

New school facilities are much in need throughout the state. This California non-profit group, known as CHPS, provides best practices and criteria for the construction of schools so as to create "environments that are not only energy efficient, but also healthy, comfortable, well lit and contain the amenities needed for a quality education."<sup>43</sup> CHPS schools provide more natural daylight and a healthier environment for students, teachers, and staff, and are beginning to reduce school district expenditures on energy, which according to CHPS exceed the combined costs of supplies and books.

#### California Governor's Sustainable Building Goal

On August 2, 2000, California Governor Gray Davis signed Executive Order D-16-00, "to site, design, deconstruct, construct, renovate, operate, and maintain state buildings that are models of energy, water, and materials efficiency; while providing healthy,

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<sup>42</sup> See the Building Industry Institute's website at <http://www.thebii.org/lgp.asp>.

<sup>43</sup> Collaborative for High Performance Schools, <http://www.chps.net/overview/index.htm>, last accessed September 7, 2005.

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productive and comfortable indoor environments and long-term benefits to Californians.”<sup>44</sup> New state buildings, such as the Department of General Services’ East End Complex Block 225 in Sacramento, have been built to sustainable standards as a result. The California Integrated Waste Management Board maintains a website that provides further information and resources for green building design and construction.<sup>45</sup>

#### Costs and Benefits of Building Energy Efficiency Standards

Cost is a main consideration when undertaking improvements to building energy efficiency. It may cost more to provide energy-efficient building components and systems. Initial costs can be a hurdle even when the installed systems will save money over the life of the building. Energy efficiency measures can reduce initial costs, for example, by reducing the need for over-sized air conditioners to keep buildings comfortable. (Undertaking a more comprehensive design approach to building sustainability can also save initial costs through reuse of building materials and other means).

Probably the most comprehensive and persuasive study of the value of green building savings is the 2003 report to California’s Sustainable Building Task Force. In the words of the report:

*While the environmental and human health benefits of green building have been widely recognized, this comprehensive report confirms that minimal increases in upfront costs of about 2% to support green design would, on average, result in life cycle savings of 20% of total construction costs -- more than ten times the initial investment. For example, an initial upfront investment of up to \$100,000 to incorporate green building features into a \$5 million project would result in a savings of \$1 million in today’s dollars over the life of the building.*<sup>46</sup>

The Initial Study/Proposed Negative Declaration for the 2005 Building Energy Efficiency Standards prepared by the California Energy Commission found overall energy and environmental benefits from the standards update.<sup>47</sup> Annual cumulative statewide energy savings from implementation of the standards were estimated at over 600 GWh of electricity and 10 million therms of natural gas, along with a 181-MW drop in peak demand. Statewide total emissions reductions from application of the 2005 standards were estimated at 42 tons/year of NO<sub>x</sub>, 3 tons/year of PM<sub>10</sub>, and 8 tons/year of CO.<sup>48</sup>

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<sup>44</sup> Executive Order D-16-00 by the Governor of the State of California. August 2, 2000.

<sup>45</sup> See the California Integrated Waste Management Board’s Green Building webpage at <http://www.ciwmb.ca.gov/greenbuilding/Basics.htm>.

<sup>46</sup> Greg Kats, Capital E, The Costs and Financial Benefits of Green Buildings, A Report to California’s Sustainable Building Task Force, October 2003, <http://www.ciwmb.ca.gov/greenbuilding/Design/CostBenefit/Report.pdf>, last accessed September 7, 2006.

<sup>47</sup> California Energy Commission—Staff Report, *Initial Study/Proposed Negative Declaration for the 2005 Building Energy Efficiency Standards for Residential and Non-residential Buildings*, (September 2003) P400-03-018, Section VII, Cumulative Effects.

<sup>48</sup> The report points out that some space cooling is natural-gas-fired, which may cause localized emissions in some air basins. However, the CEC estimates that the contribution from gas cooling would be no more than 0.001% over current emission levels, and would be “dwarfed” by the overall emission reductions from the standards. Individual air districts can also restrict the use of gas-fired cooling without conflicting with the state standards.

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#### Potential Savings in the SCAG Region

The SCAG region will receive a share of the foregoing benefits from application of the state 2005 energy efficiency standards. For example, the SCAG region consumes about 45% of statewide total electricity,<sup>49</sup> and can be expected to enjoy a similar share of energy savings benefits and emissions benefits (with some differences depending on the location of power generation).

The region will receive further energy and emissions savings and benefits from local adoption of standards beyond Title 24. If this step were taken region wide, CEC estimates show that the SCAG region could experience a further reduction in electricity demand amounting to about 199 GWh/year and for natural gas amounting to about 2.9 million therms per year, as well as a 50-MW reduction in peak power demand. While these savings are small in percentage terms, the related emissions savings could be significant. According to CEC estimates, with local adoption of ordinances going beyond Title 24, the region could experience a further decrease of 51 tons/year of NO<sub>x</sub>, 7 tons/year of PM<sub>10</sub>, and 25 tons/year of CO.<sup>50</sup> Emissions of the greenhouse gas CO<sub>2</sub> would also be reduced.

Compared to other types of emission reduction measures, energy efficiency measures can be a low-cost option – even no cost, as in the case of behavior changes. Energy efficiency measures can be most cost-effective in combination with integrated building design efforts that allow synergies between systems and the structure itself.

#### Locally Adopted Energy Standards

The State Building Energy Efficiency Standards provide that local jurisdictions may adopt building energy standards as long as the resulting buildings will not use more energy than under the state standards. To ensure this, a city or county in the SCAG region may choose to adopt an ordinance requiring new or modified construction to go beyond the state standards by a certain percentage. Any city or county could modify the target percentages based on local needs and climate conditions.

A jurisdiction adopting local standards must submit four copies of the following documentation to the CEC:<sup>51</sup>

- The proposed local energy standards (requiring early adoption).
- A study and supporting analysis showing how energy savings were determined.
- A statement that the local standards will require buildings to be designed to consume no more energy than permitted by Title 24, Part 6.
- The basis of the determination that the standards are cost-effective.

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<sup>49</sup> Southern California Association of Governments. *Regional Comprehensive Plan and Guide, Energy Chapter Update 2002*, p. 11.

<sup>50</sup> R. Hudler, California Energy Commission, personal communication, May 2004. Unlike the statewide estimates for adoption of the 2005 standards, these estimates include emissions from natural gas combustion in power plants in addition to emissions from on-site usage.

<sup>51</sup> California Energy Commission, 2005 Building Energy Efficiency Standards, Commission Proposed Standards, P400-03-001ET15, October 2003. Section 10-106(b), based on Section 25402.1, Public Resources Code.

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The CEC must approve the local ordinance before it is adopted. Following submission of these materials, a jurisdiction should expect about two months for CEC approval. Once this is received, local adoption may proceed.

### Demand Response Programs

Utilities such as Southern California Edison offer a variety of Demand Response Programs to help qualifying commercial and residential customers reduce their energy usage during peak times. These programs include:<sup>52</sup>

- Summer Discount Plan
- California Demand Reserves Partnership (Cal-DRP)
- I-6 Large Power Interruptible Program
- Scheduled Load Reduction Program
- The GoodWatts Program
- Base Interruptible Program (TOU-BIP)
- Demand Bidding Program
- Critical Peak Pricing
- SCE EnergySmart ThermostatSM Program
- Agricultural and Pumping Interruptible Service Program
- Optional Binding Mandatory Curtailment Program

The goal of the programs is to reduce the demand on the electricity distribution system during peak periods.

### Community Choice Aggregation

Community Choice Aggregation (CCA), as defined by AB 117, permits any city, county or city and county to aggregate the electric loads of residents, businesses and municipal facilities to facilitate the purchase and sale of electrical energy.<sup>53</sup> CCA involves communities joining together to purchase energy in bulk, thus receiving a better price on their energy purchase than if they were to purchase the energy individually.

### **Future Energy Demand**

Strong population and economic growth continue to be forecasted for the SCAG region, meaning that energy demand will likely continue to increase as well. SCAG forecasts that the region will add over 6 million people, 2 million households, and 3 million jobs between 2000 and 2030. These people, households, and jobs will place new demands on energy generation and distribution.

Despite the inevitable demands of growth on the region's energy supplies, little energy forecasting is formally conducted. Processes that formerly occurred at the state level, particularly for electricity demand forecasting, are no longer conducted in a restructured California market. Municipal utilities conduct their own planning processes, but do not coordinate their forecasts with each other or with those of the private utilities. There is no longer a coordinated process for planning maintenance on power generation facilities, creating a higher risk of outages even when demand is typically low.

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<sup>52</sup> <http://www.sce.com/RebatesandSavings/LargeBusiness/DemandResponse/Default.htm>

<sup>53</sup> Local Government Commission. (n.d.) Community Choice Aggregation. Accessed November 19, 2004, from [http://www.lgc.org/cca/what\\_is\\_cca.html](http://www.lgc.org/cca/what_is_cca.html).



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At one time, state agencies conducted integrated resource planning (IRP), a process that “integrat[es] a broader range of technological options, including technologies for energy efficiency and load control on the ‘demand-side’, as well as decentralized and non-utility generating sources, into the mix of potential resources. Also, it means integrating a broader range of cost components, including environmental and other social costs, into the evaluation and selection of potential technical resources.”<sup>54</sup>

Energy infrastructure planning takes time and therefore should be the subject of well-structured long-range planning efforts. As the energy grid evolves, former divisions between transportation energy, natural gas, and electricity may begin to fade away. Some new vehicles run on electricity; some on natural gas. New hybrids run on electricity and gasoline together. Fuel cell technology is progressing and will eventually become more common. As these technologies converge, the region needs to plan for the needed transportation and energy infrastructure while using its limited land resources efficiently and continuing to improve air and water quality. Land-Use decisions continue to determine the regional energy demands necessary to heat and cool residences and to travel to and from work.

Through its Energy Resource Investment Plan, (a “living document” updated as market conditions and consultations require it) the California Power Authority is taking steps to resurrect the IRP process. In its 2003-2004 update, the plan lays out an investment strategy that

- Readiness to “step-in” to finance and/or own new power plants that must be built or completed to ensure power reliability or power supply in California, when private companies do not build or cannot finance, and the need for such action is the consensus view of the responsible State agencies.
- Advancing our Demand Reserves Partnership program through revised institutional and contractual arrangements.
- Increasing the contribution of renewable energy resources to the power portfolio through financing and aggregation services to load-serving entities (LSEs) Statewide (investor-owned utilities [IOUs], publicly-owned utilities, and energy service providers).
- Facilitating investments in efficiency and distributed generation on public facilities across the State.<sup>55</sup>

### Electricity

Given the recent history of California’s electricity market, concern has focused on whether short-term imbalances of power supply and demand will continue. Whatever the causes of the shortages and blackouts face in the state since 2000, most experts seem to agree that statewide energy reserves continue to be too slim.

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<sup>54</sup> United Nations Environment Programme Collaborating Center on Energy and Environment, “Tools and Methods for Integrated Resource Planning,” Noel N. Swisher, Gilberto de Martino Jannuzzi, and Robert Y. Redlinger, November 1997, p. 17, <http://unepriisoe.org/IRPManual/IRPmanual.pdf>, last accessed September 7, 2005.

<sup>55</sup> California Consumer Power and Conservation Financing Authority, Energy Resource Investment Plan 2003-2004, June 27, 2003, [http://www.documents.dgs.ca.gov/CPA/ERIP/ERIP\\_2003\\_FINAL\\_DOCUMENT\\_062703.pdf](http://www.documents.dgs.ca.gov/CPA/ERIP/ERIP_2003_FINAL_DOCUMENT_062703.pdf), last accessed September 7, 2005.

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The California Energy Commission has estimated electricity consumption for the SCAG region to 2013. Commercial businesses will continue to be the sector using the greatest amount of electricity in the forecast years of 2010 and 2013. All other sectors will increase their consumption of electricity with the exception of the mining sector, which will see a decrease in electricity. The years 2010 and 2013 include estimates of electric vehicles using electricity. The projections for energy consumption by electric vehicles amount to a fraction of a percent of total energy consumption, but they do suggest new technologies of the future.

Forecast Electricity Demand by Sector (In Millions of Therms)									
Year	Region	Sector							Total Consumption
		Resid'l	Comm'l	Industry	Mining	Agricult	Other	Electric Vehicles	
2010	SCAG	39,812	50,486	24,921	2,805	6,741	7,181	240	132,186
2010	California	90,040	104,191	49,888	5,957	22,432	16,124	300	288,932
2013	SCAG	41,800	51,924	25,534	2,785	7,124	7,437	480	137,084
2013	California	94,534	107,601	51,117	5,900	22,873	16,960	600	299,585

Source: California Energy Commission. (August 2003). *California Energy Demand 2003-2013 Forecast*.

### Natural Gas

The California Energy Commission's estimates of natural gas consumption do not show a drastic increase in consumption from 2001 to 2010 or 2013. The industrial sector and the transportation, communications, and utilities sector are forecast to experience a decrease in the amount of natural gas consumed. The other four sectors are forecast to experience modest increases in natural gas consumption.

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Forecast Natural Gas Demand by Sector (In Millions of Therms)								
Year	Region	Sector						Total Consumption
		Resid'l	Comm'l	Industry	Mining	Agricult	Transportation, Communication, and Utilities	
2010	SCAG	2,809	1,047	1,601	2,776	88	62	8,382
2010	California	5,565	2,069	3,551	3,099	203	163	14,651
2013	SCAG	2,889	1,075	1,586	2,836	88	62	8,535
2013	California	5,718	2,113	2,487	3,166	203	164	14,852
Source: Southern California Gas Company. <i>Southern California Gas Report 2004.</i>								

### Hydrogen

California is developing the infrastructure for a "hydrogen highway," a three phase strategy, with the first phase to be completed by 2010, and future phases as needs dictate.<sup>56</sup> Governor Schwarzenegger christened Station #1 of the California Hydrogen Highway on April 20, 2004. There are thirteen existing hydrogen fueling stations in the state, with seventeen more planned. By 2010, the plan is to have 170 fueling stations, or a station every 20 miles along major federal and state highways across the state. Hydrogen-powered fuel cells are an important part of the energy solution to reduce California's reliance on fossil fuels.

### Travel Fuel Consumption

The California Department of Transportation forecasts that the daily gallons of vehicle fuel consumed and the daily vehicle miles traveled will increase across the state by 2025. The SCAG region's percentage of the total vehicle fuel consumed and vehicle miles traveled will remain consistent with the year 2000, with 47% of the state's fuel consumed and miles traveled taking place in the SCAG region. The number of gallons a day that will be consumed by vehicles will increase 61% over 2000 levels and the vehicle miles traveled will increase 58% over 2000 levels.

Vehicle Fuel Consumption (VFC) and Vehicle Miles Traveled (VMT), 2025		
County/Region	VFC (Gallons/Day)	VMT/Day
Imperial	643,318	11,460,679
Los Angeles	16,687,370	318,343,858
Orange	5,452,405	105,686,474
Riverside	5,025,981	91,580,351
San Bernardino	5,451,668	98,266,022
Ventura	1,502,315	29,465,389
SCAG Region	34,763,058	654,802,773
California	74,719,778	1,406,169,605
Source: California Department of Transportation, Division of Transportation System Information. (November 2003). <i>California Motor Vehicle Stock, Travel and Fuel Forecast.</i>		

<sup>56</sup> California Hydrogen Highway Network, CA H2 Net Blueprint Plan Fact Sheet, <http://www.hydrogenhighway.ca.gov/media/blueprintfacts.pdf>, last accessed September 7, 2005.

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### **Preliminary Measurements/Indicators**

- Per capita electricity consumption  
Is the per capita electricity consumption increasing or decreasing? The region's goal should be to reduce per capita consumption.
- Per capita travel fuel consumption  
Is the per capita travel fuel consumption increasing or decreasing. The region's goal should be to reduce travel fuel consumption.
- Energy imports
  - Electricity  
Is the region importing more or less energy from out of state and out of the country?
  - Travel fuel  
Is the region importing more or less travel fuel from out of state and out of the country?
- Percentage share of renewable energy in energy mix  
Is the percentage share of renewable energy increasing?
- LEED-certified buildings  
Are the number of LEED-certified buildings increasing?
- Automobile fuel efficiency  
Are automobiles becoming more fuel efficient?
- Percentage share of alternative fuel vehicles/hybrid vehicles  
Is the percentage share of alternative fuel/hybrid vehicles increasing?

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**[Please note: The references need to be updated based on new and forthcoming energy planning documents]**

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# REPORT

**DATE:** October 10, 2005  
**TO:** Energy and Environment Committee  
**FROM:** Daniel E. Griset, Senior Regional Planner, (213) 236-1895, griset@scag.ca.gov  
**SUBJECT:** Malibu Creek Watershed: Regulation without Comprehensive Planning

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDATION:**

The Energy and Environment Committee recommends that the Regional Council urge the Los Angeles Regional Water Quality Control Board (LARWQCB) to coordinate future water quality measures in the Malibu Creek Watershed with the North Santa Monica Bay Watersheds announced Regional Watershed Implementation Plan and to emphasize collaboration in water quality strategy and decision-making.

**BACKGROUND:**

Under terms set in a 1999 Federal Consent Decree, the USEPA was required to establish measures to eliminate identified water quality impairments in the watersheds of the Los Angeles Basin within 13 years. (The drafting of these regulations, however, is primarily initiated by the LARWQCB.) Among these impairments were water quality problems in Malibu Creek, a stream that flows into the North Santa Monica Bay.

The level of nutrients was one of these identified problems that required early corrective measures from the Regional Board. Owing to local delays in adopting timely control measures, the USEPA stepped in to create an interim nutrient control plan (otherwise known as a Total Maximum Daily Load or TMDL) which was designed to counteract such nutrient-related water phenomena as algae blooms and other conditions in the Creek. This interim TMDL plan set a winter season numeric limit for total nitrogen of 8 mg/liter for the Creek, a limit that affects discharges into the Creek both by water reclamation facilities and by community stormwater/runoff systems.

The Regional Board, in the meantime, has been developing its own much more restrictive nutrient TMDL plan for the Creek but has not yet released a draft for public review and comment. The Board's nitrogen standard is expected to be 1 mg/liter, a limitation dramatically more restrictive than what is included in the USEPA's nutrient TMDL. Against this backdrop, the Board has already taken steps to implement this expected but not yet approved nutrient TMDL plan by putting the 1 mg/liter nitrogen limit in the proposed National Pollutant Discharge Elimination System (NPDES) discharge permit of the Las Virgenes Municipal Water District's Tapia water reclamation facility.



This unusual permitting action by the Regional Board would require the District to divert not only its highly-treated flows from the Creek in the summer months (a requirement of the USEPA TMDL) but also to divert most of its flows from the Creek throughout the entire year, all at an extremely high cost to the rate payers in the watershed and with uncertain environmental benefits.

LARWQCB's proposal to introduce new nutrient rules by its issuance of a NPDES discharge permit before the release and adoption of its own nutrient TMDL plan has resulted in a variety of public concerns. These concerns include the back door approach to rulemaking, the cost of compliance, considerations of environmental justice, the uncertainty of environmental benefits and the absence of a comprehensive watershed management framework for planning and implementation efforts.

#### The Concerns Associated with the Proposed Discharge Permit

The District strongly objects to a *back door approach to rulemaking* by which the Regional Board proposes to implement new nutrient rules through its issuance of a discharge permit rather than in accord with its own nutrient TMDL that would be subject to a future public review and adoption process. Communities in the watershed support the District's concerns and have begun to work collaboratively through the North Santa Monica Bay Watersheds Task Force. Others argue that TMDL plans simply have no proper connection with permits and should not be subject to the regulatory enforcement associated with NPDES discharge permits.

If the proposed Tapia discharge permit is adopted by the Board, the *cost implications* for rate payers in the Malibu Creek Watershed are significant. With the USEPA nutrient plan the District has estimated that the cost for compliance at about \$30 million. With the Regional Board's permit, compliance will exceed \$150 million in capital costs and more than \$20 million in annual operating costs. Though much of these costs facilitate diversions of tertiary treated water to the Los Angeles River, they also consider discharges that would be infrequently made to Malibu Creek.

Even though the District's discharges are highly-treated wastewater, a public policy of diverting this water from Malibu Creek to the Los Angeles River has raised certain *environmental justice* concerns. Critics have questioned a policy that would shift wastewater away from an affluent watershed to one which is less influential and even more environmentally challenged.

Another concern expressed by scientific experts is the *uncertainty of environmental benefits*. These evaluators indicate that even with significant diversions of the District's flows there is no certainty that nitrogen related water impairments will be eliminated. This concern recognizes that there are many factors other than nutrient levels that also contribute to algae growth, a feature that is more about water aesthetics than about water quality.

Another key concern is the absence of a *comprehensive, stakeholder-driven framework* that can guide watershed management and investments. This kind of framework has been in a process of development through the efforts of Los Angeles County and cities in the North Santa Monica Bay watersheds, including the participation of Ventura County. This framework offers an integrated setting in which municipal NPDES permits, TMDL implementation plans and septic system management (as required by AB 885) can be coordinated for greater program planning success and cost effectiveness. The range and detail of the Regional Watershed Implementation Plan (to be described in some detail by one of the panelists addressing the Committee) brings reliable balances needed for policy making that can serve the long-term interests of the entire Malibu Creek Watershed and reduce a needless waste of resources.

**FISCAL IMPACT:** All work related to the recommended staff action is contained within the adopted FY 05/06 budget under 06-075.

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